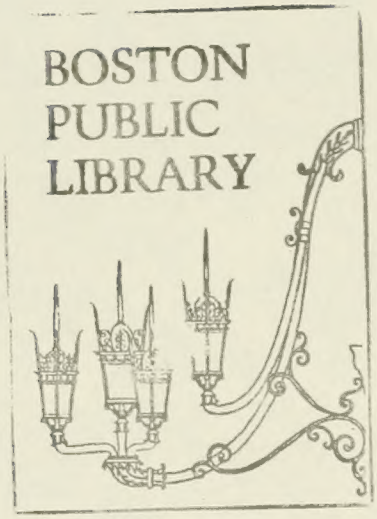

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THE

# SOUTH END DEVELOPMENT POLICY PLANNING PROCESS



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# RESOURCE WORKBOOK

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Dear "Working Group" Member:

This "Resource Workbook" was put together by the BRA's South End Planning Team for your use as we begin the South End Development Policy Planning Process. We thought it would be useful for group members to have excerpts and summaries of various important planning documents for ready reference.

In addition, we invite you to make use of the BRA Library, which is located on the ninth floor of Boston City Hall and is open during regular business hours. Here you will find a wealth of useful information, including expanded copies of many of the reports we summarize in this book. We are also creating a reference shelf at the South End Branch Library which will feature a number of important reference documents.

We expect to distribute additional information to group members throughout the planning process, and have left several empty sections at the back of this workbook to accommodate these distributions.

We look forward to working with you in the months ahead.

Sincerely,

Thomas O'Malley
Director of South End Planning
and Development

Maria Faria
Senior Project
Manager

Jim Kostaras
Project Urban Designer/
Senior Architect

Mark Johnston
Community Participation
Coordinator

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# I. THE SOUTH END DEVELOPMENT POLICY PLANNING PROCESS

## 1. Introduction

The development boom that so changed Boston in the 1980s has had a particularly strong impact on the city's South End neighborhood.[1] State, city and federal programs succeeded in stimulating economic development and creating new housing in the neighborhood through the 1960s, '70s and '80s. These programs helped strengthen the private market and make the development boom of the 1980s possible. What was an economically declining and neglected community just 25 years ago has become a vibrant, attractive place in which to live, work and invest.

As in many other Boston neighborhoods, an increase in the number of households has spurred the demand for housing in the South End. Residential development has increased to meet this demand. Many traditional one- and two-family townhouses have been renovated and subdivided to accommodate a rapidly-increasing population of single persons and young couples. Older buildings have been restored, and luxury condominiums have appeared in buildings which once housed older, less affluent families. New stores and employment opportunities have opened to serve the growing population.

But the South End is more than a series of buildings and investment opportunities. This neighborhood has a rich history of cultural diversity and involvement in the political process. It is a neighborhood where men and women of all different backgrounds and temperaments have worked together and helped one another through good times and bad. Many residents -- lifelong neighbors and newcomers alike -- are fearful that the area's economic boom may tear apart the rich tapestry that is the South End. There are fears that overdevelopment or misguided growth might adversely affect the lives of those who call this neighborhood home. The active interest of South End residents in working with the Flynn administration and the Boston Redevelopment Authority to plan and manage growth and development bodes well for the future of the community.

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[1]The BRA defines the South End as the area from Herald Street to Melnea Cass Boulevard and from the Southeast Expressway to the Southwest Corridor. This area includes the "Lower Roxbury" neighborhood as well as the more commonly recognized South End -- the area from Massachusetts Avenue to Herald Street.

## 2. Announcing The South End Development Policy Planning Process

In October, 1988, BRA Director Stephen Coyle met with a group of South End community activists at the headquarters of the South End Historical Society. The Director spoke of his interest in initiating a process to create a comprehensive "development policy plan" for the South End. He added that he hoped to begin such a project in early 1989, and that he was looking to hire a planning director to focus on South End concerns by that time.

On January 12, 1989, the BRA board of directors appointed Thomas O'Malley as Director of South End Planning and Development, formally beginning this comprehensive policy planning initiative. O'Malley had served as BRA project manager for the South End Neighborhood Housing Initiative (SENHI), and has been active for more than 10 years in community development issues including parks, housing and transportation.

On January 27, 1989, the South End Development Policy Planning Process was announced with a BRA mailing to local residents. Nominations were requested for residents to serve on a "working group" that will work with BRA planners to expand on community concerns and recommendations throughout the planning process.

A general community meeting was scheduled for May 31, 1989 to explain the goals and objectives of the South End Development Policy Plan to neighborhood residents.

## 3. Neighborhood Master Planning: What's It All About?

The Flynn administration's commitment to the preservation and improvement of Boston's neighborhoods is well known. Mayor Flynn has energetically emphasized his pro-neighborhood agenda since taking office in 1984. A key component of the Mayor's commitment to our neighborhoods is the series of neighborhood-based planning efforts initiated by the BRA in many communities. Through master planning and Interim Planning Overlay District (IPOD) programs, the BRA and the Flynn administration have made good on their pledge to involve local residents in urban planning and neighborhood development decision-making.

While we call our local effort the "South End Development Policy Planning Process," our product will be something like a "master plan." What does this process really mean?

According to one study:

> "Neighborhood planning is a process of cooperation, information sharing, and citizen participation in the development of a strategic plan for a neighborhood. Through open discussion and collaboration, neighborhood planning encourages residents to communicate their desires and

concerns to City officials and to become involved in the important decisions affecting their neighborhood. Residents pool their diverse talents and resources with the technical expertise of City staff members to come up with the best possible plan for their area. In this way, we can mobilize all of the City's resources -- people, ideas, expertise, materials, funds -- toward preserving two of our primary assets: our neighborhoods and our community pride."[2]

This description was written by a city planner in an area with issues and problems quite different from ours. But the concept of neighborhood master planning is static, regardless of the community that will benefit from the work.

The real idea of this kind of effort is to gather the best resources we have available; use urban planning tools to frame and discuss problems and issues of concern; and draft a series of recommendations on how to channel and manage development, growth and investment in the community. Our final product, the "South End Development Policy Plan," will be designed to guide planners and policy-makers at every level of government as they make decisions about life in the South End.

## 4. Community Participation

The Flynn administration is committed to maintaining the highest possible degree of neighborhood participation in the South End Development Policy Planning Process. Staff from the Boston Redevelopment Authority and the Mayor's Office of Neighborhood Services will be available throughout the process to assist interested residents as they become involved in the planning effort. Staff will work with neighborhood residents to create a process that will encourage public comment and participation.

### A. The "Town Meeting" Concept

During the discussions which led to the South End Neighborhood Housing Initiative (SENHI), local residents indicated their preference for a loosely-structured "town meeting" system for decision-making. Well-advertised community meetings were organized to give residents access to information and allow opportunities for spirited discussion. Decisions were made when consensus was reached on various points.

Residents have expressed an interest in using this "town meeting" format to conduct the South End Development Policy

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[2]"Guide to Neighborhood Master Plans," City of Fort Lauderdale, Florida

Planning Process as well. Many feel this style is the most "democratic" approach as it allows for widespread participation and maximum input. The BRA will work with local residents to schedule frequent and well-advertised "town meetings" throughout the development policy planning process. Men and women on the BRA's South End mailing list will be notified of all such meetings, and notices will be featured in appropriate editions of the South End News. (If you are not currently receiving BRA mailings and would like to have your name placed on our South End mailing list, please call Mark Johnston at the BRA.)

## B. The Development Policy Plan "Working Group"

While efforts will be made to bring as many South Enders as possible into the planning process, residents have noted the need for a "working group" of neighbors who can devote a little extra time and energy to the development planning process. In late January, 1989, the BRA and the Mayor's Office of Neighborhood Services sent local residents and community organizations an invitation to suggest men and women who might participate on such a committee. Nearly 100 nominations were submitted for service on this group -- an overwhelming response that speaks to the widespread interest residents have in this process.

In late May, Mayor Raymond Flynn appointed the following 29 people to serve on the "South End Development Policy Plan Working Group":

Marianne Abrams, St. Charles Street
Alex Adkins, Massachusetts Avenue
Conrad Agneta, Waltham Street
Robert Ayala, Camden Street
Deborah Backus, Emerald Court
Jane Brayton, Haven Street
Janet Bryan, West Brookline Street
Patrick Cusick, Shawmut Avenue
James Davis, Greenwich Street
Dan DeSantis, Massachusetts Avenue
Michael Duffy, Tremont Street
Geneva Evans, Monsignor Reynolds Way
Rita Gallo, Montgomery Street
Dinorah Hernandez, Clarendon Street
Arthur Howe, Montgomery Street
Betsy Johnson, Greenwich Park
Alice Kalil, Bradford Street
Angel Medina, Paseo Boriken
Frances Moore, East Concord Street
James O'Donnell, Appleton Street
Joseph Park, West Canton Street
David Parker, West Concord Street
Fernando Requena, East Concord Street

Byron Rushing, Concord Square
Helaine Simmonds, East Springfield Street
Marcia Wiley, Yarmouth Place
James Williams, Waltham Street
Paul Yelder, Worcester Street
Samuel Yin, Rutland Street

This group will meet regularly to discuss the fine points of the development policy plan. Working group meetings will be open and advertised, and members will be expected to be in close contact with their neighbors and fellow association members so they might accurately represent the views of others.

The working group should count on the staff of the BRA and the Mayor's Office of Neighborhood Services for staff support, as appropriate. Members will be given considerable latitude in setting the group's agenda and meeting schedules, and in the selection of a "facilitator" to chair meetings. The working group will be expected to deliver regular reports to the community through the organized "town meetings" and whatever other means it considers appropriate.

### C. Ad Hoc Subcommittees

The working group (or its facilitator) may, from time to time, appoint subcommittees to study various issues or resolve particular conflicts or controversies. The BRA staff will make every effort to assist the work of these subcommittees by presenting information, baseline data or other resources to members upon request. The various subcommittees should make their work and/or recommendations available to working group members and interested local residents at an appropriate time.

## 5. The South End Development Policy Planning Process: How will it work?

While the BRA wants to give the widest possible leeway to local residents in determining the scope, direction and pace of the planning process, we do have some ideas on how this program will work. We base our model on processes that have been used elsewhere -- but we realize that the South End is a unique community, and we are interested in working with you on a step-by-step basis as we move forward together.

First, we scheduled a general "town meeting" to introduce local residents to the process. This was held on May 31, 1989 at the Concord Baptist Church. As we prepare for the start of regular meetings of the working group, we are also working to schedule a community-wide "town meeting" to offer some historical

perspectives to those who are interested. We hope to feature a slide presentation on the settlement and early development of the neighborhood, and to discuss the urban renewal experience of the mid-20th century.

Our recommendation is that the working group plan to meet on a weekly basis. Meetings of the working group will be open to everyone, well-publicized, and in an accessible location. Participants should be encouraged to engage in free-spirited debate, but there should be established rules of order, and meetings should close at an agreed-upon time each week.

The first meetings should probably work to list important issues and identify problems that might be addressed through the planning process. These meetings might be a bit general in nature -- there is nothing wrong with taking the time to establish priorities and exploring a variety of perspectives while building the agenda for the overall planning process.

Once a set of issues and priorities has been identified, we expect the working group to begin gathering information, exploring alternative recommendations, and drafting policy guidelines for further discussion. It is likely that the policy plan itself will take shape slowly over time, with changes coming as different ideas arise and have the benefit of full discussion.

As noted earlier, there will be general "town meetings" from time to time to allow for public comment on the evolving policy plan. Members of the working group should plan to discuss their work with neighbors and fellow members of local groups and neighborhood associations.

When a draft of the South End Development Policy Plan is completed and approved by the working group, we expect there will be a final public comment and revision period before the document is submitted to the Boston Redevelopment Authority for approval and implementation.

Again, we encourage local residents to set their own objectives and priorities. But any real development planning process is bound to include certain elements, and it is probably a good idea to at least keep these in mind as the process begins.

## 6. Land Use Planning in the South End

One of the major components of the South End Development Policy Plan will be a comprehensive land use plan to provide a framework on which to build a policy for future growth. The South End is fortunate to have a relatively large supply of vacant land (especially in the area from Shawmut Avenue to the Southeast Expressway), and much of this land is owned by the BRA. An

effort will be undertaken to see how vacant land might best be used, and a disposition process will begin upon completion of the development policy planning process. Those parcels identified for housing construction will be designated through Phase II of the South End Neighborhood Housing Initiative (SENHI).

Zoning is a tool to guide growth according to the goals and objectives of a community as set forth in the land use plan. Zoning manages the direction, impact, benefits and burdens of growth. Using a text and maps, a zoning code identifies various zones for specific land uses such as residential, commercial and manufacturing. Zoning also specifies the permitted uses, bulk of buildings, density of development and other criteria necessary to obtain development permits. Whatever new neighborhood land use and zoning policies that result from the development policy planning process will establish up-to-date comprehensive standards to govern decisions about the scale, type and location of new development consistent with the goals and objectives of the city.

## 7. Other important issues

Local residents have already made us aware of several other issues they would like to see addressed as part of the South End Development Policy Planning Process. Many of these priorities are completely compatible with the notion of development policy planning:

### A. Traffic and Parking

The large increase in the number of households in the South End in recent years has resulted in a serious parking shortage. While the South End's population increased about 50 percent from 1970 to 1985, the number of automobiles jumped by nearly 150 percent! City officials have worked to force developers to address parking needs to win approval for new projects, but there must be further discussion of this important issue.

Other residents have asked that we examine the often-frustrating traffic pattern in the neighborhood. The system of one-way streets that is now in place was designed to restrict access and slow cars down -- maybe some changes are needed.

### B. Institutional Expansion

As many residents are aware, there are plans to rebuild the Boston City Hospital to make this important institution work better on its existing site. Other institutions in the so-called South End Medical Area are also undergoing changes.

How much institutional expansion do we want to encourage or permit? Are there limits on the kind of institutional growth we are willing to see?

C. **Mass Transit**

Years after the decision to remove the elevated Orange Line was made, the debate still rages over what type of replacement transportation should serve residents of the Washington Street Corridor. Which alternative is better -- diesel busses, electric busses or a light-rail vehicle (LRV)? While the MBTA will make the final decision (and now favors a trackless trolley), the decision will not be made in a vacuum. Many residents would like to see the South End Development Policy Planning Process examine the alternatives and weigh in with a recommendation. There has also been interest expressed in using our process to examine existing bus routes and determine whether the current level of service is adequate.

D. **Capital Planning**

Many of us tend to forget the millions of dollars of public funds that have been spent on capital improvements in the South End since the beginning of the Urban Renewal program. We see that the sidewalk in front of our house needs reconstruction, and we forget that the park down the street was just rebuilt. Obviously, not everything can be done at once. The South End Development Policy Planning Process should look at the need for capital planning on a neighborhood-wide basis, prioritizing needed improvements in light of the current need for fiscal restraint.

E. **Parks and Open Space**

The recently-completed South End Open Space Needs Assessment that was compiled by Boston Urban Gardeners (BUG) suggests a need for an additional 10 to 13 acres of public open space in the neighborhood to serve the projected population of the year 2000. BRA staff is currently working to designated several community gardens as permanent open space (based on community consensus), but we expect the planning process to focus attention on the need for additional open space aside from these parcels. Furthermore, we expect the South End Development Policy Planning Process to assist in the formation of a South End-based open space land trust to manage, own and maintain a variety of community gardens and open space parcels.

These issues are just some of the topics we expect to consider as part of our planning process. Of course, there are many other issues residents might want to see discussed. Nearly any issue

affecting life in the South End is fair game.

## 8. Some of the benefits of the planning process

Clearly, lots of hard work lies ahead. Insiders often joke that while folks in some neighborhoods like to bowl or play golf at night, we in the South End relax by going to community meetings. All kidding aside, few of us like to go to meetings just for the sake of going to a meeting. Meetings are often long and difficult, and though this process should be interesting and educational, there has to be a meaningful product to make our work worthwhile.

What are some of the benefits that will result from our process?

First, of course, will be our final report -- the South End Development Policy Plan. If it is done well, this document should win a spot on the desk of key planners in offices such as the Inspectional Services Department, the Transportation Department, the Office of Capital Planning, and the Boston Redevelopment Authority. This document will be our way of establishing priorities for our community and making these priorities clear to all concerned.

But there are other benefits, some which might not be so obvious at first blush.

The South End Development Policy Planning Process will help staff at the BRA and in other City departments become even more aware of the problems, concerns and aspirations of South End residents. Simply by increasing contact between residents and city officials through the planning process, a better understanding should develop.

Also, local residents should come to better understand how city government works: What are the responsibilities of the various city departments and agencies? Who can be most helpful in responding to a particular problem? How can a concerned resident better affect policy creation or decision-making? How are our tax dollars spent, and are they being used wisely?

Aside from learning more about the mechanics of city government, residents should develop a keener understanding of how the political process works. There are costs and benefits associated with every decision, and planning often means a series of trade-offs and compromises designed to maximize benefits and minimize problems.

Neighborhood planning can often bring more tangible and concrete benefits by focusing attention on particular improvement projects and winning support for public and private investment. The old line about the "squeaky wheel getting the grease" is often true. Building community consensus and generating interest in a shared

vision can help win supporters in key positions.

Also, the initiation of a widespread community effort like the South End Development Policy Planning Process will help residents get to know one another better and feel more a part of the vibrant South End community. One of the most impressive benefits of the SENHI program was the way people of different viewpoints and backgrounds came together to work for community change. Some powerful friendships have been formed, and the South End is better off for this new spirit of cooperation and compromise. We hope this trend continues through this new effort.

## II. A BRIEF INTRODUCTION TO THE HISTORY OF THE SOUTH END

Many South End residents are relative newcomers to the neighborhood -- drawn here in recent years by its rich cultural heritage, its architectural beauty, and its proximity to downtown Boston. These more recent "immigrants" might not have a full understanding of how our neighborhood developed and some of the history behind several key initiatives.

Over the course of the Development Policy Planning Process, we expect to have several presentations on the rich history of our neighborhood. For now, a brief historical overview might prove useful.

The South End is one of Boston's most richly varied and complex neighborhoods, despite being little over one square mile in size and housing only 4 percent of Boston's total population.[3] It is a neighborhood with a rich history; a neighborhood that has been buffeted by a series of development booms and depressions. Lately, the public sector has played a major role in the neighborhood's redevelopment and revitalization.

### 1. Historical Overview

Prior to 1850, the South End consisted of a sparsely-settled neighborhood on the neck of land between the Charles River and Boston Harbor which connected the peninsula of Boston to the mainland of Roxbury. In 1850, a series of real estate ventures led to the filling of marshlands in the Back Bay of the Charles. A pattern of three- and four-story, single-family rowhouses as well as a number of free-standing mansions were built up along a patchwork grid of streets and squares off major roads leading to Boston. The South End's original model was the then-aging Beacon Hill district.

As more of the Back Bay was filled, new and more fashionable districts were developed and the South End began to fall out of favor. New industrial development along the district's southern and eastern edges began to attract a working class population to the neighborhood. Gradually, the existing single-family homes were divided up into multiple-dwelling units and lodging rooms. By the turn of the century, the South End had become the largest lodging house district in the United States. While having gained a reputation as a "den of vice" sporting 41 saloons, 24 liquor stores and 11 poolrooms, the South End district was also a major

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[3] **South End Neighborhood Profile: 1988**, Rolf Goetz, BRA Research Department

"port of entry" -- home to a rich and varied ethnic mix of immigrants and first-generation Americans who were drawn to the inexpensive and convenient housing the neighborhood offered.

Although it still housed a working-class family population, for most of this century, the South End neighborhood was associated with alcoholism, prostitution and drug trafficking in the minds of many Bostonians. As early as 1952, plans for giving the South End a major "face lift" were being discussed by the Boston Planning Board.

## 2. Urban Renewal Activities

In the early 1950s, early urban renewal activities began to impact the neighborhoods on the fringe of the South End. The so-called New York Streets neighborhood was demolished to make way for new industry. The nearby Compton/Village Streets neighborhood was slated for replacement by the Castle Square housing project and a small industrial park. In the late 1950s, an urban renewal program encompassing the whole of the South End was under consideration.

After extensive community involvement, the South End Urban Renewal Plan was formally adopted by the City Council in December of 1965. The Plan's basic objectives were to eliminate blighting influences and incompatible land uses in order to provide a stable environment for residential, commercial and industrial activities. In order to facilitate orderly growth, the plan proposed to provide new industrial and new residential opportunities.

The Plan combined site clearance and redevelopment to achieve the proposed goal of constructing 6,300 new housing units for low-income families. Public improvements to streets, water and sewer systems, and street lighting were planned. The Plan also proposed to provide new public facilities, and to improve traffic circulation within the neighborhood.

From 1965 to 1979, more than $135 million in public money was spent in the South End, most of it from the Urban Renewal Program. As a result of the Plan's implementation, a new school, a branch library and over 4,000 publicly assisted housing units were constructed. Capital improvements costing more than $30 million were completed.

In compliance with the Department of Housing and Urban Development (HUD) mandate to close out all urban renewal projects in Boston in 1979, the Boston Redevelopment Authority completed a financial settlement of the remaining South End project activities. The financial settlement was to terminate, legally and formally, the traditional urban renewal program. An extensive community review process was undertaken to assess both the impact of the financial settlement itself, and the impact of

alternative reuse strategies for undeveloped Urban Renewal parcels. The Environmental Assessment also included a review of the construction of community facilities and the provision of improved transportation facilities.

The South End Urban Renewal Plan, approved in 1965, will remain in effect for 40 years -- until 2005. Modifications have been made to the plan as necessitated by changing times, but the Plan is still an important guide to ongoing development activities in the South End neighborhood.

## 3. Subsequent Planning Initiatives

**South End Landmark District**: In 1977, a group of South End residents petitioned the Boston Landmarks Commission asking the Commission to designate the South End a landmark district under the provisions of Chapter 772 of the Acts of 1975, as amended. The purpose of such a designation is to recognize and protect the architectural and historical characteristics which make the area unique and worthy of preservation.

As a result of the petition and at the request of the Boston Landmarks Commission, Mayor Kevin White appointed and the City Council approved a study committee to make recommendations to the Commission on the proposed district. The 10-member South End Study Committee began its work in 1978. All committee meetings were held in the South End on a regular schedule, and they were open to the public. After two years of work and discussion, the committee released its report for public comment and submission to the Boston Landmarks Commission.

The South End Study Committee concluded that the South End is architecturally significant as a substantially-intact area of mid-19th century row houses. The panel recommended the area bounded roughly by the Southwest Corridor, Tremont Street, East Berkeley Street, Washington Street, Harrison Avenue, and Northampton/Camden streets be designated as a Landmark District, and the area bounded roughly by East Berkeley Street, Harrison Avenue, Albany Street and the Southeast Expressway be designated as a Protection Area. The committee further recommended that a set of prepared "Standards and Criteria" be adopted.

**Density and the Downzoning Amendments**: The development and condominium conversion boom that changed the South End in the early 1980s helped stimulate the economy of the neighborhood. It also had a number of negative side effects, aside from the obvious problems of displacement and a change in the economic diversity of the South End.

As single-family townhouses were converted into four- and five-condominiums, more households were created. There was a dramatic increase in the number of automobiles in the South End -- as well as increased noise, air pollution, crowding, trash and demand for utilities.

Members of the Ellis and Pilot Block neighborhood associations began to examine the increasing density and its related problems through a series of meetings in 1986. Arthur Howe, a member of the board of the Ellis Neighborhood Association and president of the South End Historical Society, submitted a text amendment application to the Zoning Commission with the hope of slowing this pattern of increasing density. The amendment had two major components:

1. Those parts of the South End that were zoned as "H-3" districts would be redesignated as "H-2" districts; and

2. A "density limitation overlay" district would be created to limit the number of smaller units (under 750 square feet) in renovated South End buildings.

The BRA and the Mayor's Office of Neighborhood Services hosted a series of community meetings to encourage examination of the proposed amendment, and the BRA contracted with Thomas Planning Associates, Inc. to conduct a density impact study for the South End (highlights are attached as an addendum).

After lengthy debate and the creation of a neighborhood-wide consensus, the text amendment was approved by the BRA board, and the Zoning Commission, and was signed by Mayor Flynn in September of 1987.

This community-based effort succeeded in changing the existing zoning map for the South End to reflect the changing face of the neighborhood. It is a good example of how zoning can be used as a tool to regulate development when the market becomes overheated. Just as a relaxation in the zoning code encouraged growth and investment in the sluggish 1960s and 70s, the changes adopted in 1987 will help ensure that overdevelopment does not bring further negative consequences to the South End.

<u>South End Neighborhood Housing Initiative (SENHI)</u>: While the South End Urban Renewal Plan was closed-out in 1979, there are still many city-owned parcels suitable for residential development in the neighborhood. In 1986, the BRA began a 15-month community process which led to the South End Neighborhood Housing Initiative (SENHI). Through SENHI, some 600 units of new housing will be added to the South End supply. One-third of these units will be affordable to low-income families, one-third will be affordable to moderate-income families, and the remaining one-third will be sold at market rates. Several parcels and buildings along or adjacent to the Washington Street Corridor

were placed in "SENHI Phase I" for accelerated disposition. Tentative designations were approved for developers of these sites in October, 1987; and construction has begun on one project and will begin soon on the others in this package.

At the conclusion of the development policy planning process, recommendations for use of the remaining BRA-owned South End parcels will be offered. Those parcels marked for housing construction will be grouped in SENHI Phase II, and will be subject to the same general development guidelines that were applicable in SENHI Phase I.

South End Open Space Needs Assessment: In 1987, the BRA hired Boston Urban Gardeners, Inc. (BUG) to prepare an open space needs assessment to provide the BRA and community members with an overview of open space issues to be considered in the course of planning for the South End. For the purposes of the study, the South End neighborhood was separated into its 13 census tracts, and each tract was examined in terms of its demographic characteristics to determine the open space needs for that particular area. BUG also examined the available open space resources within the South End: existing parks, publicly-owned vacant land and community gardens.

In the report, released in February of 1988, BUG made recommendations for the use of a number of potential open space parcels, based in part on extensive resident interviews. In the spring of 1988, several community meetings were held in the community to present the report's findings and to solicit comments from neighborhood residents. There is now a clear consensus in support of the recommendations made in the BUG report.

Roxbury IPOD/Lower Roxbury Sub-district: In August, 1986, the six-member Roxbury Planning and Zoning Advisory Committee (PZAC) was formed under the Roxbury Neighborhood Council. Since that time, staff of the BRA and the Mayor's Office of Neighborhood Services have held numerous meetings with the PZAC, and a series of Sub-district PZACs (SPZACS) have been organized. Affordable housing for Roxbury residents, prohibition of new or expanded heavy industrial uses, promotion of light manufacturing uses, preservation of open space and enhancement of urban design were the major issues discussed. They were discussed in the context of drafting the Roxbury Interim Planning Overlay District (IPOD) zoning amendment. New zoning for the Roxbury community is expected to be adopted in 1989.

Other planning initiatives: Several other private and public planning initiatives have been conducted in recent years -- and these offer important points of view worthy of consideration in our development policy planning process. These include (but are not limited to) the Boston City Hospital Environmental Impact Report, the Washington Street Corridor Neighborhood Impact Analysis, and the Newmarket Industrial District Plan.

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# South End

## Neighborhood Profile

## 1988




**City of Boston**
**Raymond L. Flynn, Mayor**

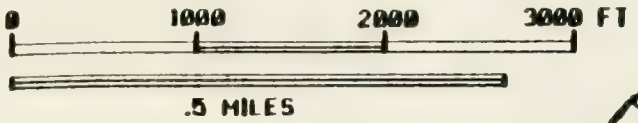
**Boston Redevelopment Authority**
Stephen Coyle, Director

Alexander Ganz, Assistant Director
Policy Development and Research



Boston Redevelopment Authority Board Members
Robert L. Farrell, Chairman
Joseph J. Walsh, Vice-Chairman
James K. Flaherty, Treasurer
Clarence Jones, Assistant Treasurer
Michael F. Donlan, Vice-Chairman
of Subcommittees
Kane Simonian, Secretary

# PLANNING DISTRICT #6
# SOUTH END
## AND NEIGHBORHOOD STATISTICAL AREAS



# SOUTH END NEIGHBORHOOD PROFILE

## Introductory overview

The South End is one of Boston's most richly varied and complex neighborhoods, despite being little over one square mile in size and housing only 4% of Boston's total population. Developed from 1850 to 1875 on partially filled land, it was briefly a genteel enclave before attracting immigrant workers finding work nearby.

Soon, most residents were immigrant or first generation Americans who found in the South End cheap, convenient housing inhabited by others like themselves. Some families bought the inexpensive but practical lodging houses and remained while their tenants, relatives and neighbors moved on. Each block retains to this day some of that "port of entry" flavor by being predominantly Lebanese, Irish, Yankee, Chinese, West Indian, Southern Black, Greek, or Hispanic.

After its first 100 years, the relative harmony in this neighborhood of gracious but decaying brick bowfronts and rowhouses was shattered by three powerful external forces: the construction of the Prudential Center on adjoining railyards, urban renewal, and an awakening of new interest in inner city neighborhoods.

Since 1965 over $135 million in public resources have been spent under urban renewal in the South End, bringing about much demolition, new streets, a new library, elementary school, parks and much new and rehabilitated housing. Recently, major public transportation improvements including the new Orange line have been completed. Maintaining and improving housing for longterm South End residents in the face of gentrification and surging market forces is the South End's greatest challenge.

## I. Neighborhood History

The South End began in 1850 as a series of real estate ventures of filled marshland in the Back Bay. A pattern of three and four story, single family rowhouses gradually built up along a patchwork grid of streets and squares off major roads leading back into Boston. The area's first developers had envisioned a residential area similar to sections of the then aging Beacon Hill district.

Soon, however, a working class population, attracted by new industrial development forming along the South End's southern and eastern edges, began to move into the area. At the same time, more affluent residents became attracted to the new, more fashionable residential areas being developed in Boston's Back Bay. By the financial depression of 1873, it had become clear that the South End, which by then housed a large Irish Catholic population, would remain a primarily working class district with existing rowhouses divided into multiple dwelling units and lodging rooms.

After the Irish residents came Jewish, Syrian, Greek, Italian, Chinese, Portuguese, West Indian, and most recently Puerto Rican communities. A tenement district developed around Castle Square, and Dover Street become an open-air market similar to New York's lower east side. By the turn of the century, the South End had become the largest lodging house district in the United States, with 37,000 people, more than its entire 1980 population, crowded into lodging houses along the cross streets between Tremont and Washington.

The South End also gained a reputation as a haven for "dens of vice" -- the 41 saloons, 24 liquor stores, and 11 poolrooms that the area once contained. In 1898,

South End social worker Robert Woods coined the term "the city wilderness" to describe the district. Although still containing a working class family population, most Bostonians associated the area with alcoholism, prostitution, and drug traffic.

In 1965 the BRA and the City of Boston created an urban renewal district in the area. Its architectural distinctiveness, coupled with its proximity to the new sources of employment being developed at Copley Square and the Prudential Center, made it seem like an ideal area for community revival. Few anticipated the powerful market forces this would unleash.

Table Ia. South End Population and Housing, 1950 - 1980
(in persons, percent of City, and dwelling units, percent of City)

| | 1950 | 1960 | 1970 | 1980 |
|---|---|---|---|---|
| Population | 57,218 (7.1) | 35,002 (5.0) | 22,680 (3.5) | 27,125 (4.8) |
| Housing units | 15,356 (6.9) | 20,849 (8.7) | 10,719 (4.6) | 13,761 (5.7) |
| Persons/unit | 3.7 | 1.7 | 2.1 | 2.0 |

Note: figures in brackets are percent of Boston total.
Source: a)
See section at end of profile describing sources, as well as the methodology.

II. Demographics

In 1985, the South End had an estimated population of 25,400, down somewhat from 1980 due to declining household size. Of these, 23,100 were living in 13,300 households, more than half of which were single person households, and 2,260 persons, were housed in group quarters. The South End had considerably more than it share of 35 to 54 year olds, but many fewer persons over 55, compared to the city average.

Table IIa. Population, 1985*

| | Total | Population in group quarters | Household population | Persons per household |
|---|---|---|---|---|
| South End | 25,372 | 2,260 | 23,112 | 1.8 |
| City of Boston | 601,095 | 49,595 | 551,500 | 2.4 |

* Note difference between total population and household population. Most of the following tables refer to household population as explained in the end notes for source b).

Table IIb. Age Composition of Household Population, 1985
(in percent)

| | Median age | 0-14 | 15-24 | 25-34 | 35-54 | 55+ |
|---|---|---|---|---|---|---|
| | 30.8 yrs | 13 | 18 | 30 | 28 | 11 |
| City of Boston | 28.8 yrs | 17 | 23 | 22 | 20 | 18 |

Note: Percent may not total to 100 due to rounding.
Source: b)

The South End is one of Boston's most racially, ethnically, and economically diverse neighborhoods. In 1985, it was 46 percent black, 34 percent white, 11 percent Asian, and 9 percent Hispanic and other minorities.

Table IIc. Racial/Ethnic Composition of Household Population, 1985
(in percent)

| | White, not Hispanic | Black | Hispanic* | Asian | Other races |
|---|---|---|---|---|---|
| South End | 34 | 46 | 8 | 11 | 1 |
| City of Boston | 62 | 25 | 7 | 5 | 1 |

Note: Percent may not total to 100 due to rounding.
Source: b)
* Hispanic includes self-designated Hispanics plus those who speak Spanish in the home or were born in a Spanish-speaking country

In 1985, the South End had many more singles and unrelated individuals, and a corresponding lack of traditional families and couples.

Table IId. Household Composition, 1985
(in percent)

| | Traditional families and couples | Single parent households | Single person household | Household of unrelated individuals |
|---|---|---|---|---|
| South End | 12 | 12 | 56 | 20 |
| City of Boston | 36 | 16 | 34 | 14 |

Note: Percent may not total to 100 due to rounding.
Source: b)

III. Income and Poverty

Median household income in the South End improved substantially from 1979 to 1984, due to gentrification, which also sharply reduced the fraction of persons in poverty. The unrelated individuals in the South End are relatively well off, but one-third of the South End families were still in poverty in 1984, a proportion similar to Roxbury.

Table IIIa. Median Household Income and Portion in Poverty, 1979 and 1984

| | Median household income | | Percent in poverty | | | |
|---|---|---|---|---|---|---|
| | 1979 | 1984 | 1979 all persons | 1984 all persons | 1984 all families | 1984 unrelated persons |
| South End | $11,806 | $22,200 | 23 | 17 | 33 | 7 |
| City of Boston | 12,530 | 19,250 | 20 | 21 | 22 | 17 |

Source: b)

IV. Mobility and Migration

With 40 percent of its population born in other parts of the U.S. and Canada, the South End houses a disproportionate share of the city's newcomers, both those well-off and the less affluent. This is reflected in only 17 percent having lived in their homes for eleven years or more, compared to the 29 percent city average, and 63 having lived there only five years or less.

Table IVa. Place of Birth of 1985 Residents
(in percent)

| | Massachusetts | Other U.S. and Canada | Europe | Elsewhere |
|---|---|---|---|---|
| South End | 41 | 40 | 3 | 16 |
| City of Boston | 55 | 25 | 5 | 15 |

Note: Percent may not total to 100 due to rounding.
Source: b)

Table IVb. Years in Dwelling Unit of 1985 Household Residents
(in percent)

| | <2 | 2-5 | 6-10 | 11-15 | 16+ |
|---|---|---|---|---|---|
| South End | 31 | 32 | 19 | 7 | 10 |
| City of Boston | 28 | 27 | 16 | 10 | 19 |

Note: Percent may not total to 100 due to rounding.
Source: b)

V. Employment

While the unemployment rate in the Sout End, at 9 percent, was significantly above the city average, the 77 percent labor force participation of residents over 16 was also well above the city norm. This again reflects the unusual population mix of the South End. Industries of employed residents showed unusually many were in trades and self-employed, as well as underparticipation in finance and real estate, manufacturing and government employment.

Table Va. Labor Force Status, Spring 1985
(in percent)

| | Participation rate (Persons aged 16 yrs +) | Unemployment rate |
|---|---|---|
| South End | 77 | 9 |
| City of Boston | 66 | 6 |

Source: b)

Table Vb. Industry of Resident Workers, 1985
(in percent)

| | Manuf'g | Trade | F.I.R.E* | Services | Gov't | Other |
|---|---|---|---|---|---|---|
| South End | 10 | 20 | 6 | 39 | 6 | 19 |
| City of Boston | 14 | 16 | 8 | 36 | 11 | 15 |

Note: Percent may not total to 100 due to rounding.
* F.I.R.E. is an abbreviation for Finance, Insurance and Real Estate.
Source: b)

Fully 57 percent of 16,000 jobs located in the South End are in government and services. The commercial economy of the South End is divided into neighborhood retail and services stores north of Shawmut Avenue, light manufacturing firms and medical institutions along Harrison and Albany streets, and wholesaling businesses in the nearby South Bay/Newmarket district. Large employers such as Boston City and University Hospitals, New England Nuclear, Teradyne, Digital, and Stride Rite manufacturing firms, New England Telephone and City Public Works Department public services, and the Newmarket wholesaling plants comprise eighty percent of all South End employment.

Table Vc. Employment Located Within Neighborhood, 1983

| | Manuf'g | Trade | F.I.R.E. | Services | Gov't | Other |
|---|---|---|---|---|---|---|
| South End | 2,200 | 3,100 | 200 | 4,200 | 4,900 | 1,400 |
| City of Boston | 48,900 | 81,000 | 78,800 | 171,000 | 91,500 | 58,100 |

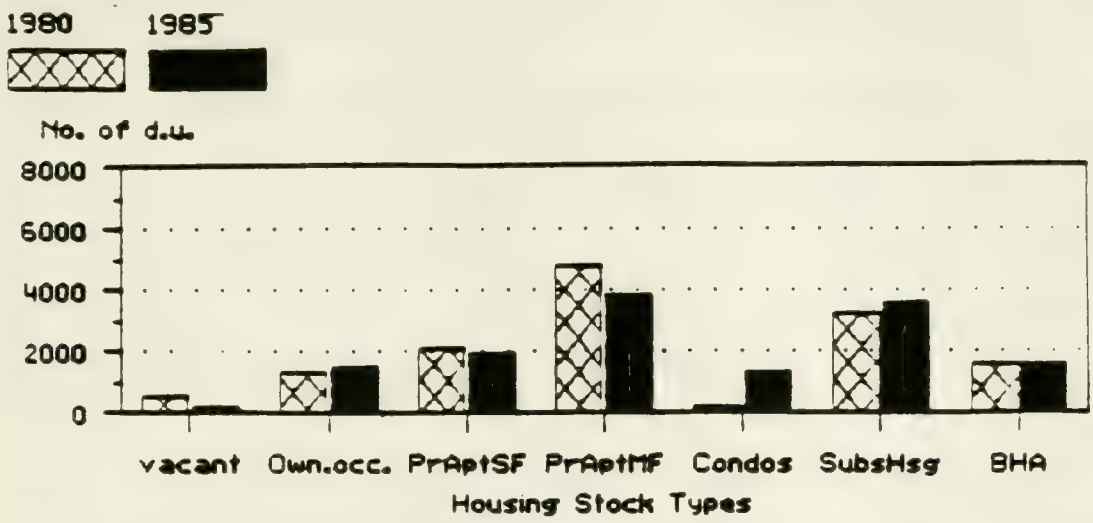
Source: c)

VI. Housing

The housing market of the South End is increasingly tight as the the 10 percent vacancy rate of 1980 declined sharply to 3 percent in 1985. There were 13,894 housing units in 1985, a marginal net increase of 142 total units in five years, but the usable stock increased by another 375 dwellings through a decline in vacancies, largely through reclamation and reoccupancy of substandard units, which were often converted into condominiums.

In 1985, 37 percent of all its units were either public or assisted housing, and 26 percent were within 1-4 unit structures, largely resident-owned. Thirty-seven percent, the balance, were in multifamily structures recently converted into condominiums. In mid-1985, 1,319 condominiums comprised nine percent of all South End units; over 1,100 condos were converted since 1980. Lodging houses, on the other hand, long-time fixtures of the South End, have declined markedly in numbers since 1960, providing only 900 rooms in 39 houses in 1985.

Table VIa. Housing Stock Composition by Structure Types, 1980 and 1985
(in dwelling units)




| SOUTH END | Private Housing and Condos | | | | | | Assisted Housing | | |
|---|---|---|---|---|---|---|---|---|---|
| Stock type: | 1-4 vacant | Own.occ. | PrAptSF | PrAptMF | CondoSF | CondoMF | SubsHsg | BHA | Total |
| 1-4(SF)/5+(MF) | 1-4(SF) | 1-4(SF) | 1-4(SF) | 5+(MF) | 1-4(SF) | 5+(MF) | Mixed | 5+(MF) | Mixed |
| 1980 | 10% 540 | 1,287 | 2,127 | 4,790 | 0 | 199 | 3,247 | 1,562 | 13,752 |
| % of pl.dist. | 4 | 9 | 15 | 35 | 0 | 1 | 24 | 11 | 100 |
| 1985 | 3% 165 | 1,475 | 1,947 | 3,851 | 326 | 993 | 3,561 | 1,576 | 13,894 |
| % of pl.dist. | 1 | 11 | 14 | 28 | 2 | 7 | 26 | 11 | 100 |
| change '80-'85 | (375) | 188 | (180) | (939) | 326 | 794 | 314 | 14 | 142 |
| % chg from '80 | (69) | 15 | (8) | (20) | inf | 399 | 10 | 1 | 1 |

Source: c)

Housing values in the South End in 1985 at $320,000 were considerably above the City mean at $115,000. Prices have risen at a fast pace due to the South End's location and the desireability of reclaiming its many large, older rowhouses. Rents have been moving higher, increasing from $221 to $370 in five years, but the median is still well below the level of rents in downtown neighborhoods.

Table VIb. 1-3 Family Property Values and Median Gross Rents, 1980 and 1985

| | 1-3 family property values | | Median monthly gross rents | |
|---|---|---|---|---|
| | 1979 | 1985 | 1980 | 1985 |
| South End | $110,000 | $320,000 | $221 | $370 |
| City of Boston | 32,000 | 115,000 | 254 | 400 |

Source: b)

VII. Transportation

Due to the South End's convenient location, many of its residents walk to work instead of using automobiles. In fact, 61 percent of its households do not own any vehicle, and only 7 percent have more than one.

Table VIIa. Means of Household Transportation to Work, 1985
(in percent)

| | Vehicle | MBTA | Walk | Other |
|---|---|---|---|---|
| South End | 30 | 32 | 34 | 4 |
| City of Boston | 50 | 33 | 15 | 3 |

Note: Percent may not total to 100 due to rounding.
Source: b)

Table VIIb. Number of Vehicles Owned per Household, 1985
(in percent)

| | None | 1 | 2 | 3 or more |
|---|---|---|---|---|
| South End | 61 | 32 | 7 | 0 |
| City of Boston | 39 | 42 | 14 | 5 |

Note: Percent may not total to 100 due to rounding.
Source: b)

VII. Summary of Recent and Imminent Development

South End development activity, not including the Orange Line reconstruction, will result in a total investment of $231 M (million) between 1975 and 1989, according to source e). The major component of this development will have been residential construction, totalling $168.5 M or 53 percent of all South End development during this period. This investment will have resulted in 2,960 dwelling units (DU), including 2,072 DU of new and adaptive reuse construction (70%), and 888 DU of renovations (30%). The peak year for housing completion in the South End will be 1988 when 976 DU will come on line.

The types of units that will have been developed include 148 condominums, 1,464 rental units, 27 co-op apartments, 70 single families, 205 B.H.A. units, 9 congregate units, 30 lodging house rooms, and 1,046 unclassified units.

Industrial development is the second largest sector of the South End economy, with investment totalling $49.5 M during this period. This will have resulted in the development of 521,800 SF of industrial space, which will support 496 jobs. Most of these came on line in 1983 when Teradyne expanded and produced 323,000 SF through adaptive reuse construction at 1000 Washington Street.

The medical institutions of the South End, including University Hospital and South Cove Nursing Home, will have invested a total of $38.4 M. University Hospital will be reconstructing its facility on East Newton St. with a new six story building that will cost $35.4 M when completed in 1987. The South Cove Nursing Home completed its new 100 bed facility on Shawmut Ave. in 1985, and the cost of this project was $3 M.

Parking and transportation is also an important part of recent South End development. There will have been a total of $19.7 M spent over the 1975 to 1989 period to produce 1,065 urgently needed parking spaces. The major parking project is the Leighton Park garage at the former Tent City site which will contain 698 parking spaces. The remainder of the spaces will be in the South End Technology Square (245 spaces) and the Douglas Plaza (122 spaces) projects.

Hotel industry plans for the South End consist of a 250 room hotel which will be part of the South End Technology Square development. The $15 M project is scheduled for completion in 1989.

The South End Technology Square project also calls for 150,000 SF of office space costing $11 M to be completed in 1989. An additional project of 29,000 SF of renovated office space costing $2.4 M will be completed in 1987. These projects along with two smaller ones will have developed over 180,000 SF of office space in the South End, creating $14 M in total office investment during this period.

Sources and Methodology

a) - *U.S. Census of Population and Housing, 1950 - 1980*

b) - *B.R.A. and P.F.D. Household Survey, 1985*, conducted by the Center for Survey Research, U. Mass. at Boston. A sample of over 2,000 households, carefully drawn to reflect Boston's household population, was questioned in the spring of 1980, to parallel the 1980 U.S. Census. In 1985, exactly five years later, the same methodology was employed again to obtain an update and to identify neighborhood shifts. This survey did not include the group quarters population

To learn more about changes in these planning districts by 1985, the several thousand observations available from the 1985 BRA/PFD Household Survey were differentiated to the limit. Knowing such changes as the shift in number of persons by race/ethnicity and age group in each district is valuable for planning. However, this divides the available data into so many cells that it limits reliability tests. The inferences should therefore be viewed as suggestive rather than conclusive.

c) - *Boston's Changing Housing Patterns, 1970 to 1985*, Rolf Goetze, consultant to the B.R.A., November 1986. The 1980 U.S. Census does not specifically identify assisted dwelling units or the structure types within which they occur. It also does not indicate the type of stock in which condominiums are located, or when rental dwellings are in resident-owned structures. Therefore, available city data were carefully analyzed to obtain an overview and identify current housing patterns, as described in this source paper.

To aid in tracing the 1980 to 1985 changes in Table VIa, the housing stock was divided into units located in 1-4 unit structures, and those in 5 or more multi-unit structures. The 1-4s, dubbed **1-4(SF)** for single family, are largely singles, duplexes and triple-deckers, and tend to have a high rate of owner occupancy. **PrAptSF** designates the private apartments rented in this stock. In 1984, significant condominium conversion of triple-deckers commenced in some districts, shown as **CondoSF**.

Multifamily is designated as **5+(MF)**, and includes private rentals in this stock, **PrAptMF**, and condominiums, **CondoMF**, as well as public housing owned and managed by the Boston Housing Authority, **BHA**. Subsidized housing, **SubsHsg**, refers the to privately-owned developments assisted under such federal programs as Section 221(d)(3), Section 236, and Section 8, as well as state assistance programs under EOCD and MHFA. The newly built assisted housing tends to be in multifamily structures, whereas the rehabilitated stock is more likely to be in 1-4 unit stock.

Table VIa also shows how the total stock in each time period is distributed, as well as the absolute and percent change.

d) - *U.S. Bureau of the Census, "County Business Patterns," 1983*

e) - *A Summary and Survey of Development in Boston, 1975 - 1989*, John Avault and Mark Johnson, April 1987, based on compilations maintained on "ULTRALIST" by the BRA Research Department

Aigner™ LEGAL INDEX™ - EXHIBIT DIVIDERS

AMENDMENTS to

MAP 1, BOSTON PROPER, of BOSTON ZONING CODE

through April 30, 1989

| | | |
|---|---|---|
| Map Amendment No. | 165 | Restricted Roof Structure District (South End, Bay Village, St. Botolph Street) |
| " " " | 198a | Harborpark Interim Planning Overlay District |
| " " " | 203 | Roxbury Interim Planning Overlay District |
| " " " | 209 | Density Limitation Overlay District (South End) |
| " " " | 211 | Downtown Interim Planning Overlay District |
| " " " | 213 | Open Space (OS) Districts (Boston Common, Public Garden, Esplanade) |

RECEIVED

AUG 5 1981

MAYOR'S OFFICE

Map Amendment Application No. 213
Zoning Commission
Map restricted roof structure overlay district in parts of South End, Bay Village and St. Botolph Street Area

MAP AMENDMENT NO. 165

EFFECTIVE
August 20, 1981*

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956 as amended, after due report, notice and hearing, does hereby amend Map 1 - Boston Proper, of the series of maps entitled "Zoning Districts - City of Boston dated August 15, 1962, as follows:

By adding an asterisk or small circle, to indicate a Restricted Roof Structure Overlay District, to the existing zoning district designations of areas in the South End, Bay Village and the Saint Botolph Street area, as shown on the attached map.

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*Date of public notice: June 19, 1981 (see St. 1956, c. 665, s. 5).

Map Amendment Application No. 213 Map Amendment No. 165

Richard B Fowler
Chairman

Richard F. Battles
Vice Chairman

Paul
Robert L. Allen
Joseph M. Joyce
Marvin Rosenberg
Hayden T. Coleman
John J. O'Reilly
Thomas C. Green

In Zoning Commission Adopted June 29, 1981

Attest: Marguerite Rieder Brand
Secretary

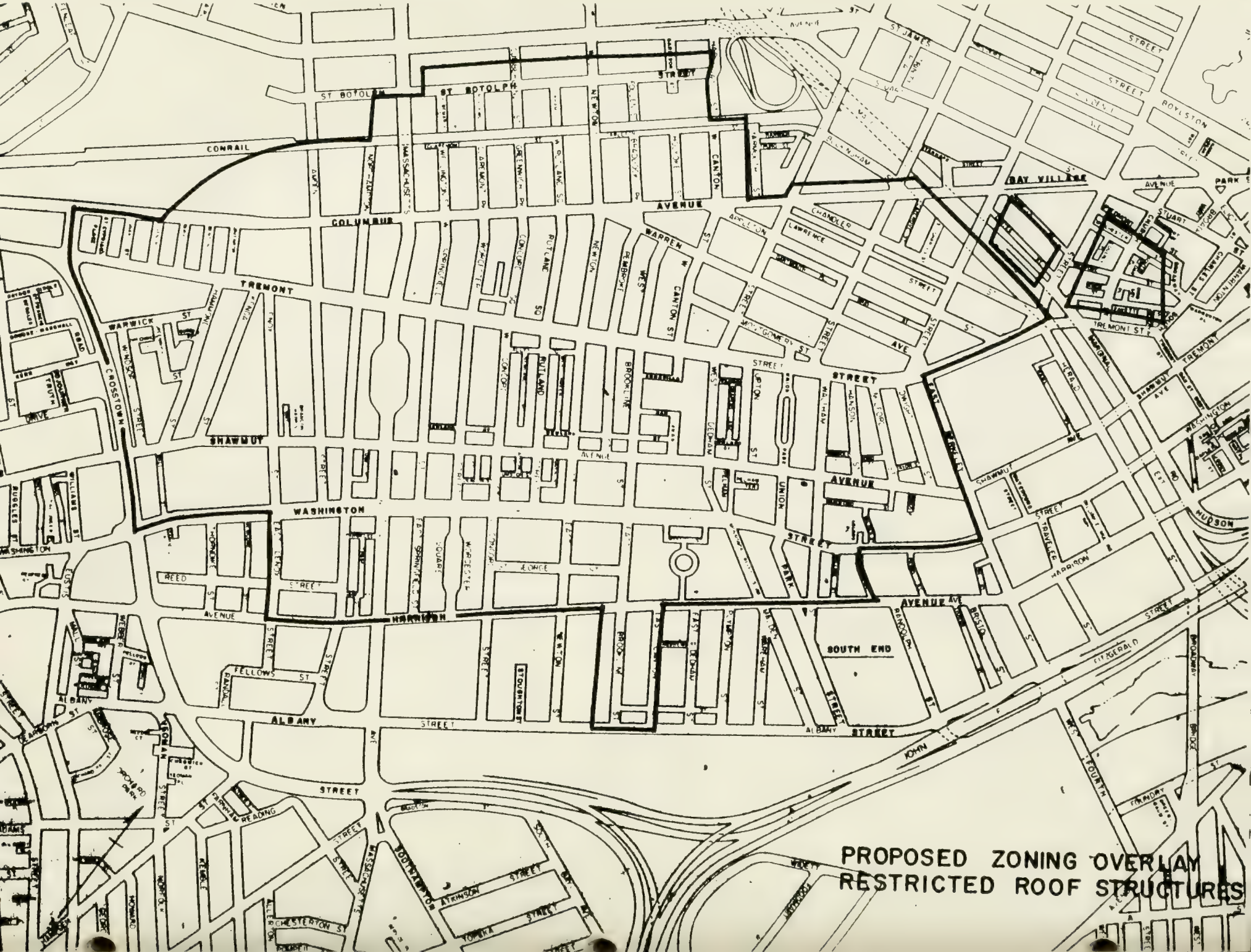
Mayor, City of Boston

Date:

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The foregoing amendment was presented to the Mayor on August 5, 1981, and was not returned by him with objections thereto in writing within fifteen days thereafter. The foregoing amendment, therefore, became effective on August 20, 1981, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

Attest: Marguerite Rieder Brand
Secretary


PROPOSED ZONING OVERLAY
RESTRICTED ROOF STRUCTURES
CONRAIL
ST BOTOLPH
COLUMBUS AVENUE
TREMONT
WARWICK
SHAWMUT
WASHINGTON
HARRISON
REED
FELLOWS
ALBANY
WARREN
CANTON
BROOKLINE
UNION
PARK
SOUTH END
BAY VILLAGE
CHANDLER
LAWRENCE
STUART
HUNTINGTON
HARRISON AVENUE
ALBANY STREET
SOUTHAMPTON
ATKINSON
YORK
FOURTH
FITZGERALD
JOHN F

As adopted by Zoning Commission
February 18, 1987, effective
March 16, 1987, and corrected by
Zoning Commission June 30, 1987.

Map Amendment Application No. 258a
Boston Redevelopment Authority
Harborpark Interim Planning Overlay
District on Map 1, Boston Proper

MAP AMENDMENT NO. 198a

EFFECTIVE
March 16, 1987†

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956 as amended, after due report, notice, and hearing does hereby amend Map 1 - Boston Proper, of the series of maps entitled "Zoning Districts - City of Boston" dated August 15, 1962, as follows, for a period of twenty-four months from the effective date of this amendment and of Article 27C:

By designating on said Map 1 the Harborpark Interim Planning Overlay District, its "Inner Harbor/Waterfront" planning area, and its Subdistrict E, as bounded and described below and in accordance with Article 27C.

Unless otherwise specified or required, boundaries defined with reference to streets shall refer to the centerline of the street.

INNER HARBOR/WATERFRONT Planning Area

From the intersection of the centerline of the North Washington Street Bridge and the south seawall; west approximately 580 feet along the seawall; south approximately 80' to the line of the existing exterior building wall, east along said line and building approximately 580 feet to the centerline of the bridge to Keany Square; east to Commercial Street to Atlantic Avenue to Northern Avenue.

Subdistrict E

From the intersection of the centerline of the North Washington Street Bridge and the south seawall; west approximately 580 feet along the seawall, south approximately 80' to the line of the existing exterior building wall, east along said line and building approximately 580 feet to

---

†Date of public notice: February 7, 1987 (see St. 1956, c. 665, s. 5).

the centerline of the Bridge to Keany Square; east to Commercial Street, and southerly along Commercial Street to Atlantic Avenue; Atlantic Avenue to Northern Avenue; along Northern Avenue to a point on a line parallel to the water's edge, at Fort Point Channel at a distance of 35' from the water's edge; north along the pierhead to the intersection of the centerline of the North Washington Street Bridge and the south seawall.

Map Amendment Application No. 258a Map Amendment No. 198a

Chairman

Vice Chairman

In Zoning Commission Adopted February 18, 1987

Attest: _____
Secretary

_____
Mayor, City of Boston

Date: _____

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The foregoing amendment was presented to the Mayor on February 26, 1987, and was not returned by him with objections thereto in writing within fifteen days thereafter. The foregoing amendment, therefore, became effective on March 16, 1987, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

Attest: _____
Secretary

# NOTICE OF DECISION

Notice is hereby given that on June 30, 1987, the Zoning Commission of the City of Boston approved the following corrections in the text of Map Amendment No. 198a, establishing the Harborpark Interim Planning Overlay District on Map 1 - Boston Proper, of the series of maps entitled "Zoning Districts - City of Boston", in order that the descriptions of the boundaries conform to the map presented to the Commission at its hearing on February 18, 1987:

1. Under "INNER HARBOR/WATERFRONT Planning Area":

   Insert,
   (1) between the word "west" and the words "along the seawall"
   and (2) between the words "east along said line and building" and the words "to the centerline of the bridge",
   the following words:

   approximately 580 feet

2. Under "Subdistrict E":

   Make the same insertions as in item 1 above.

Map Amendment No. 198a - Corrections

Richard B. Fowler
Chairman

Robert F. Flanagan
Vice Chairman

Ana Maria Percy

Robert Jordan

John G. Parsons

Edward J. D'Agostino

F.D. Cox

Martha Bernard Webb

Jean M. Mitchell

In Zoning Commission

Adopted June 30, 1987

Attest: Marguerite Hildebrand
Secretary




**Inner Harbor Waterfront:** Subdistrict E

Map Amendment Application No. 264
Boston Redevelopment Authority
Roxbury Interim Planning Overlay
District

MAP AMENDMENT NO. 203

EFFECTIVE
August 18, 1987†

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956 as amended, after due report, notice, and hearing does hereby amend Map 1 - Boston Proper, Map 5 - North Dorchester, and Map 6 - Roxbury, of the series of maps entitled "Zoning Districts - City of Boston" dated August 15, 1962, as follows, for a period of twenty-four months from the effective date of this amendment:

By designating on said Maps 1, 5, and 6 as the Roxbury Interim Planning Overlay District an area of land bounded and described as follows:

From the intersection of Massachusetts Avenue and the northwest boundary of the Conrail right-of-way; thence following southwesterly along said Conrail right-of-way to the intersection of New Dudley Street and Columbus Avenue; thence southerly and southeasterly along said Columbus Avenue to Seaver Street; thence southeasterly along said Seaver Street to Erie Street; thence northeasterly along Erie Street to the Midland Division right-of-way; thence northeasterly along said Midland Division right-of-way to Massachusetts Avenue; thence along said Massachusetts Avenue to the point of beginning.

† Date of public notice: June 6, 1987 (see St. 1956, c. 665, s. 5).

Map Amendment Application No. 264 Map Amendment No. 203

Richard B Fowler
Chairman

Robert L. Mean
Vice Chairman

Edward J. D Agostino

Martha Bernard Welsh

Robert Fowler

Mary M. Ahern

Ana M. Perez

Joseph W Joyce

Jean M. McGrath

Edward J. Doherty

In Zoning Commission Adopted July 14, 1987

Attest: Marguerite Hildebrand
Secretary

Mayor, City of Boston

Date:

---

The foregoing amendment was presented to the Mayor on July 31, 1987, and was not returned by him with objections thereto in writing within fifteen days thereafter. The foregoing amendment, therefore, became effective on August 18, 1987, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

Attest: Marguerite Hildebrand
Secretary


ROXBURY
MASSACHUSETTS AV
TREMONT ST
MELNEA CASS BLVD
NEW DUDLEY ST
COLUMBUS AV
WASHINGTON ST
M L KING BLVD
WARREN ST
BLUE HILL AV
SEAVER ST
COLUMBIA RD
N
0
1000
2000
3000 FT
.5 MILES

Map Amendment Application No. 254
Arthur F. Howe
Density Limitation Overlay District
Mapped in South End

MAP AMENDMENT NO. 209

THE COMMONWEALTH OF MASSACHUSETTS

EFFECTIVE
September 23, 1987

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956 as amended, after due report, notice, and hearing does hereby amend Map 1 - Boston Proper, of the series of maps entitled "Zoning Districts - City of Boston" dated August 15, 1962, as follows:

By indicating with appropriate crosshatching or shading or a distinctive boundary line that the entire area within the boundaries of the South End Landmark District is a Density Limitation Overlay District.

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†Dates of public notice: August 7, 1986, and September 1, 1987 (see St. 1956, c. 665, s. 5).

ZON7/K/091787

Map Amendment Application No. 254

Map Amendment No. 209

Richard B Fowler
Chairman

P. A. Meyer
Vice Chairman

Joseph W Joyce

Ana Maria Peyer

Jean M McGrath

Robert Fondren

H Clark

Mary C Welsh

Martha Bernard Welsh

In Zoning Commission

Adopted September 15, 1987

Attest: Marguerite Kelleher
Secretary

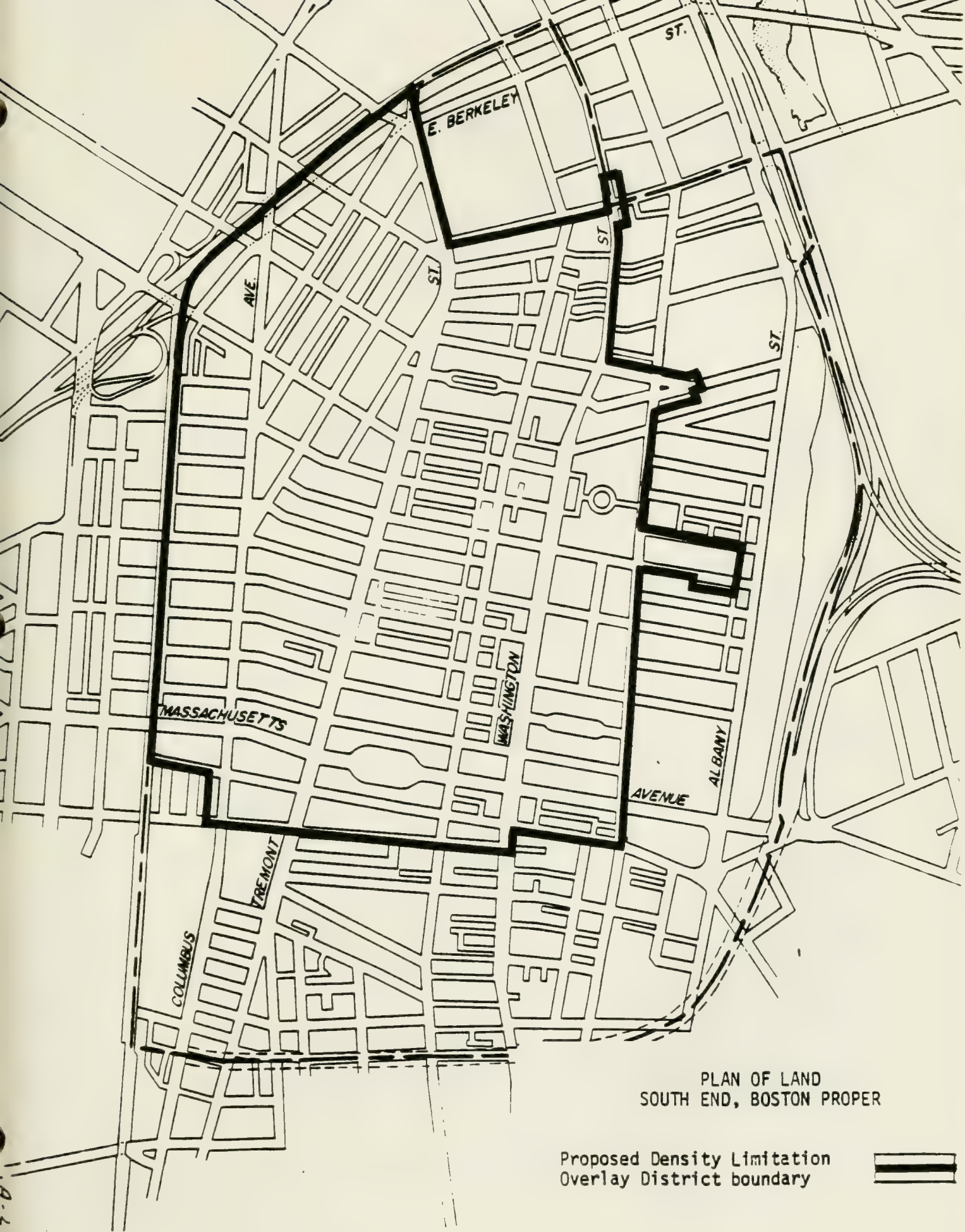
Kevin H. Flynn
Mayor, City of Boston

Date: September 23, 1987

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The foregoing amendment was presented to the Mayor on September 18, 1987, and was signed by him on September 23, 1987, whereupon it became effective on September 23, 1987, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

Attest: Marguerite Kelleher
Secretary




PLAN OF LAND
SOUTH END, BOSTON PROPER

Proposed Density Limitation
Overlay District boundary

Map Amendment Application No. 265
Boston Redevelopment Authority
Downtown Interim Planning Overlay District Subdistricts, area permitting Planned Development Areas, Housing Priority Areas

MAP AMENDMENT NO. 211

EFFECTIVE September 25, 1987†

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956 as amended, after due report, notice, and hearing does hereby amend Map 1 - Boston Proper, of the series of maps entitled "Zoning Districts - City of Boston" dated August 15, 1962, as follows, for a period of twenty-four months from the effective date of this amendment and of Article 27D:

By designating on said Map 1 the parcels of land bounded and described below as the (1) Downtown Interim Planning Overlay District (Downtown IPOD), Subdistricts, and related areas, (2) the area in the Downtown IPOD in which Planned Development Areas may be permitted and (3) Housing Priority Areas:

(1) Downtown Interim Planning Overlay District and Subdistricts

From the northwest corner of Charlesgate East and Storrow Memorial Drive easterly along the centerline of Storrow Memorial Drive until Massachusetts Avenue; northerly along the centerline of the Harvard Bridge until the City of Boston boundary line; easterly along the City of Boston boundary line until the Metropolitan District Commission dam; continuing easterly along the City of Boston boundary line along a straight line until the centerpoint of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge until the south seawall; westerly along the seawall for approximately 580 feet; south approximately 80 feet to the line of the existing exterior building wall; east along said line to the centerline of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge and North Washington Street until Blackstone Street; southeasterly along the centerline of Blackstone Street until North Street; easterly along the centerline of North Street until the Fitzgerald Expressway; southerly along the centerline of the Fitzgerald Expressway until the intersection of Atlantic Avenue and Northern Avenue; southeasterly along the centerline of Northern Avenue until the western pierhead and bulkhead line of Fort Point

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†Date of public notice: July 11, 1987 (see St. 1956, c. 665, s. 5).

Channel; southwesterly along the western pierhead and bulkhead line of Fort Point Channel and the South Bay until the Broadway Bridge; northwesterly along the centerline of the Broadway Bridge until the centerline of Herald Street; northwesterly along the centerline of Herald Street until the intersection of Herald Street and Tremont Street; westerly along the southern boundary of the railroad right-of-way until the centerline of Columbus Avenue; westerly along the southern boundary of the railroad right-of-way and along the southern boundary of Back Bay Station until Dartmouth Street; northerly along the centerline of Dartmouth Street for a distance of 25 feet; southwesterly along the southern lot line of Copley Place and along the MBTA/Amtrak right-of-way; southwesterly along the centerline of the MBTA/Amtrak right-of-way until a point 100 feet west of Massachusetts Avenue; northwesterly along a parallel route 100 feet west of Massachusetts Avenue until St. Stephen Street; northeasterly along the centerline of St. Stephen Street until Massachusetts Avenue; westerly along the centerline of Westland Avenue until Edgerly Road; northerly along the centerline of Edgerly Road until Haviland Street; westerly along the centerline of Haviland Street until Hemenway Street; northerly along the centerline of Hemenway Street and across Boylston Street to Ipswich Street; northerly in a straight line along the eastern side of Ipswich Street and an extension thereof across the Massachusetts Turnpike Extension to Newbury Street; northwesterly along the centerline of Newbury Street until Charlesgate East; and northeasterly along the centerline of Charlesgate East until Storrow Memorial Drive; provided that, the following area shall be excluded from the Downtown Interim Planning Overlay District:

From the northwesterly corner of St. James Avenue and Arlington Street, northerly along the centerline of Arlington Street to Public Alley No. 438; westerly along Public Alley No. 438 and on extension thereof through the property between Clarendon and Berkeley Streets to Public Alley No. 439; westerly along Public Alley Nos. 439, 440, 441, 442, 443, and 444 to Massachusetts Avenue; southerly along the centerline of Massachusetts Avenue to Belvidere Street; southeasterly along the centerline of Belvidere Street to St. Cecilia Street; northeasterly along the centerline of St. Cecilia Street to Scotia Street; southeasterly along the centerline of Scotia Street to the centerline of Dalton Street; northerly along Dalton Street to a point and along a parallel route 120 feet south of the southerly sideline of Boylston Street to Exeter Street; southerly along Exeter Street to Huntington Avenue, northeasterly along the centerline of Huntington Avenue to St. James Avenue; and easterly along St. James Avenue to Arlington Street.

Subdistrict A

Subdistrict A shall have the following boundaries: from the northwest corner of the intersection of Arlington Street and Piedmont Street easterly along the centerline of Piedmont Street until Church Street; northerly along the centerline of Church Street to Shawmut Street; easterly along the centerline of Shawmut Street and continuing along a straight line until Charles Street South; southerly along the centerline of Charles Street South until Tremont Street;

southwesterly along the centerline of Tremont Street until the northern border of the Massachusetts Turnpike; westerly along the northern border of the Massachusetts Turnpike to a point 150 feet east of Berkeley Street; northerly along a parallel route 150 feet east of Berkeley Street until Isabella Street; easterly along the centerline of Isabella Street until the private alley that runs along a parallel route 100 feet south of Columbus Avenue; northeasterly along the center of the private alley that runs a parallel route 100 feet south of Columbus Avenue until the intersection of Arlington Street and Piedmont Street.

Subdistrict B

Subdistrict B shall have the following boundaries: from the northwest corner of Charlesgate East and Storrow Memorial Drive easterly along the centerline of Storrow Memorial Drive until the Arlington Street exit of Storrow Memorial Drive; southerly along the Arlington Street exit of Storrow Memorial Drive until the intersection of the Arlington Street exit of Storrow Memorial Drive and Beacon Street; easterly along Beacon Street until Arlington Street; southerly along the centerline of Arlington Street until Public Alley No. 438; westerly along the centerline of Public Alley No. 438 and on extension thereof through the property between Clarendon and Berkeley Streets to Public Alley No. 439; westerly along the centerline of Public Alley Nos. 439, 440, 441, 442, 443 and 444 to Massachusetts Avenue; northerly along the centerline of Massachusetts Avenue until Newbury Street; westerly along the centerline of Newbury Street until Charlesgate East; and northerly along the centerline of Charlesgate East along a straight line until Storrow Memorial Drive.

Subdistrict C

Subdistrict C shall have the following boundaries: from the northwest corner of Union Street and Hanover Street easterly along the centerline of Hanover Street until Blackstone Street; southeasterly along the centerline of Blackstone Street until North Street; northeasterly along the centerline of North Street until the Fitzgerald Expressway; southeasterly along the centerline of the Fitzgerald Expressway to India Street; northwesterly along the centerline of India Street to State Street; westerly along the centerline of State Street to Chatham Row; northerly along the centerline of Chatham Row to Chatham Street; westerly along the centerline of Chatham Street to the eastern lot line of 60 State Street; northerly along a straight line to the intersection of North Street and Union Street; and northerly along Union Street to Hanover Street.

Subdistrict D

Subdistrict D shall have the following boundaries: from the northeast corner of Public Alley No. 821 and Public Alley No. 820 northeasterly along a parallel route 100 feet north of St. Botolph Street along the centerline of Public Alleys No. 404, No. 403, No. 402 and No. 401 until Harcourt Street; southeasterly along the centerline of Harcourt Street until the MBTA/Amtrak right-of-way; southwesterly

along the centerline of the MBTA/Amtrak right-of-way in a straight line to a point 100 feet west of Massachusetts Avenue; and northwesterly along a parallel route 100 feet west of Massachusetts Avenue along the centerline of Public Alleys No. 823 and No. 820 until the intersection of Public Alley No. 820 and Public Alley No. 821.

Subdistrict E

Subdistrict E has the following boundaries: from the northwest corner of St. Cecilia Street and Scotia Street southeasterly along the centerline of Scotia Street until Dalton Street; southerly along the centerline of Dalton Street until Belvidere Street; southeasterly along the centerline of Belvidere Street until the intersection of Ring Road and Belvidere Street; southwesterly along the private alley that is 275 feet north of the northern side of Huntington Avenue until a point that is 75 feet east of Massachusetts Avenue; northerly along a parallel route 75 feet east of Massachusetts Avenue until Clearway Street; northwesterly along the centerline of Clearway Street and continuing along a straight line until Edgerly Road; northerly along the centerline of Edgerly Road until Haviland Street; westerly along the centerline of Haviland Street until Hemenway Street; northerly along the centerline of Hemenway Street until Boylston Street; easterly along the centerline of Boylston Street until Massachusetts Avenue; southerly along the centerline of Massachusetts Avenue until Belvidere Street; southeasterly along the centerline of Belvidere Street until St. Cecilia Street; and northerly along the centerline of St. Cecilia Street until Scotia Street.

Subdistrict F

Subdistrict F shall have the following boundaries: from the intersection of the Arlington Street exit of Storrow Memorial Drive and Embankment Road northeasterly along the centerline of Embankment Road until the elevated M.B.T.A. railroad right-of-way; northerly along the M.B.T.A right-of-way until the centerline of the westbound lane of Embankment Road; easterly along the centerline of said lane and the centerline of the westbound lane of Charles Street until the intersection of the extension of the centerline of Blossom Street; southerly along the extension of the centerline of Blossom Street until the intersection of Blossom Street and Charles Street; westerly along the centerline of the eastbound lane of Charles Street until a point 100 feet east of Cambridge Street; easterly along a parallel route 100 feet east of Cambridge Street until New Chardon Street; southerly along the centerline of New Chardon Street until Bowdoin Street; southerly along the centerline of Bowdoin Street until Beacon Street; westerly along the centerline of Beacon Street until the Arlington Street exit of Storrow Memorial Drive; northerly along the centerline of the Arlington Street exit of Storrow Memorial Drive until the intersection of the Arlington Street exit of Storrow Memorial Drive and Embankment Road.

Subdistrict G

Subdistrict G shall have the following boundaries: from the intersection of Warrenton Street and Stuart Street southerly along the centerline of Warrenton Street until Warrenton Place; southerly along a line extending from the centerline of Warrenton Street until Tremont Street; westerly along the centerline of Tremont Street until Charles Street South; northerly along the centerline of Charles Street South until an extension of the centerline of Shawmut Street; westerly along the extension of the centerline of Shawmut Street until Church Street; southerly along the centerline of Church Street until Piedmont Street; westerly along the centerline of Piedmont Street until Arlington Street; southwesterly along the private alley that runs along a parallel route 100 feet south of Columbus Avenue until the centerline of Isabella Street; westerly along the centerline of Isabella Street until a point 150 feet east of Berkeley Street; southerly along a parallel route 150 feet east of Berkeley Street until the northern border of the Massachusetts Turnpike; westerly along the northern border of the Massachusetts Turnpike until the centerline of Berkeley Street; northerly along the centerline of Berkeley Street until the centerline of Columbus Avenue; northeasterly along the centerline of Columbus Avenue until the centerline of Stuart Street; easterly along the centerline of Stuart Street until the point of beginning.

Subdistrict H

Subdistrict H shall have the following boundaries: from the northwest corner of Berkeley Street and Stuart Street easterly along the centerline of Stuart Street until Arlington Street; southwesterly along the centerline of Columbus Avenue until Berkeley Street; southerly along the centerline of Berkeley Street until the northern border of the Massachusetts Turnpike; easterly along the northern border of the Massachusetts Turnpike until Tremont Street; northeasterly along Tremont Street and continuing along the centerline of Oak Street West until Washington Street; northerly along the centerline of Washington Street until a point 400 feet north of Oak Street West; westerly for a distance of 200 feet parallel to Oak Street West; northerly along a route 200 feet west of the centerline of Washington Street until Kneeland Street; easterly along the centerline of Kneeland Street until the alley 200 feet east of Washington Street; northerly along the alley 200 feet east of Washington Street until a point that is 100 feet north of Beach Street and 150 feet east of Washington Street; easterly along a route that is parallel to Beach Street 100 feet north of Beach Street until a point that is 50 feet west of Harrison Avenue; northerly along a route that is parallel to Harrison Avenue 50 feet west of Harrison Avenue until a point that is 150 feet south of Essex Street; easterly along a parallel route 150 feet south of Essex Street until Harrison Avenue; northerly along the centerline of Harrison Avenue until Essex Street; easterly along the centerline of Essex Street until Atlantic Avenue; southerly along the centerline of Atlantic Avenue until Kneeland Street; westerly along the centerline of Kneeland Street until Hudson Street; southerly along the centerline of Hudson

Street until Harrison Avenue; southerly along Harrison Avenue until Herald Street; westerly along the centerline of Herald Street until the intersection of Chandler Street and Arlington Street; westerly along the southern border of the railroad right-of-way until the centerline of Columbus Avenue; westerly along a straight line for a distance of 100 feet to a point along the centerline of Clarendon Street and 300 feet south of the centerline of Stanhope Street; northerly along the centerline of Clarendon Street to Stanhope Street; easterly along the centerline of Stanhope Street until Berkeley Street; and northerly along the centerline of Berkeley Street until Stuart Street.

Subdistrict I

Subdistrict I shall have the following boundaries: from the northwest corner of Staniford Street and Causeway Street northeasterly along the centerline of Causeway Street until the intersection of North Washington Street and Commercial Street; southerly along the centerline of North Washington Street until the intersection of Blackstone Street and New Chardon Street; westerly along the centerline of New Chardon Street until Merrimac Street; northwesterly along the centerline of Merrimac Street until Staniford Street; and northerly along the centerline of Staniford Street until Causeway Street.

Subdistrict J

Subdistrict J shall have the following boundaries: from the northwest corner of Boylston Street and Hemenway Street northerly in a straight line along the eastern side of Ipswich Street and continuing in a straight line across the Massachusetts Turnpike Extension to Newbury Street; southeasterly along the centerline of Newbury Street until Massachusetts Avenue; southerly along the centerline of Massachusetts Avenue until Boylston Street; westerly along the centerline of Boylston Street until Hemenway Street.

Subdistrict K

Subdistrict K shall have the following boundaries: from the corner of Stuart Street and Arlington Street westerly along the centerline of Stuart Street until Berkeley Street; southerly along the centerline of Berkeley Street until Stanhope Street; southwesterly along the centerline of Stanhope Street until Clarendon Street; southerly along the centerline of Clarendon Street for a distance of 300 feet; westerly along the southern border of Back Bay Station until Dartmouth Street; northerly along the centerline of Dartmouth Street for a distance of 25 feet; southwesterly along the southern lot line of Copley Place and along the centerline of the MBTA/Amtrak right-of-way until Harcourt Street; northwesterly along the centerline of Harcourt Street until Public Alley No. 401; southwesterly along the centerline of Public Alleys No. 401, No. 402, No. 403, No. 404 and along a straight line across Massachusetts Avenue for a distance of 100 feet west of Massachusetts Avenue until Public Alley No. 820; northwesterly along the centerline of Public Alley

No. 820 along a parallel route 100 feet west of Massachusetts Avenue until St. Stephen Street; northeasterly along the centerline of St. Stephen Street until Massachusetts Avenue; westerly along the centerline of Westland Avenue until Edgerly Road; northerly along the centerline of Edgerly Road until Norway Street and continuing along Edgerly Road for a distance of 150 feet north of Norway Street; southeasterly along a straight line until Clearway Street; southeasterly along the centerline of Clearway Street to a point 75 feet east of Massachusetts Avenue; southerly along a parallel route 75 feet east of Massachusetts Avenue until the eastern extension of St. Stephen Street; easterly along a parallel route 275 feet north of Huntington Avenue until Belvidere Street; northwesterly along the centerline of Belvidere Street until Dalton Street; northerly along the centerline of Dalton Street until a point 120 feet south of Boylston Street; easterly along a parallel route 120 feet south of Boylston Street until Exeter Street; southerly along Exeter Street until until Huntington Avenue; northeasterly along the centerline of Huntington Avenue until St. James Avenue; and easterly along the centerline of St. James Avenue until Arlington Street; southerly along Arlington Street until Stuart Street.

Subdistrict L

Subdistrict L shall have the following boundaries: from the intersection of Milk Street and Washington Street northerly until School Street; westerly along the central line of School Street until Tremont Street; southerly along the central line of Tremont Street until Boylston Street; westerly along the central line of Boylston Street until Arlington Street; southerly along the central line of Arlington Street until Stuart Street; easterly along the central line of Stuart Street until Warrenton Street; southerly along the central line of Warrenton Street until Warrenton Place; southerly along an extension of the centerline of Warrenton Street until Tremont Street; easterly along the central line of Tremont Street and continuing along the central line of Oak Street west until Washington Street; northerly along the centerline of Washington Street until a point 400 feet north of Oak Street west; westerly for a distance of 200 feet parallel to Oak Street west; northerly along a route 200 feet west of the centerline of Washington Street until Kneeland Street; easterly along the central line of Kneeland Street until the alley 200 feet east of Washington Street; northerly along the alley 200 feet east of Washington Street until a point that is 100 feet north of Beach Street and 150 feet east of Washington Street; easterly along a route that is parallel to Beach Street 100 feet north of Beach Street until a point that is 50 feet west of Harrison Avenue; northerly along a route that is parallel to Harrison Avenue 50 feet west of Harrison Avenue until a point that is 150 feet south of Essex Street; easterly along a parallel route 150 feet south of Essex Street until Harrison Avenue; northerly along the central line of Harrison Avenue until Essex Street; easterly along the central line of Essex Street until Chauncy Street; northeasterly along the centerline of Chauncy Street until Bedford Street; southeasterly along the centerline of Bedford Street until a point 125 feet south

of Chauncy Street; northeasterly along a parallel route 125 feet south of Chauncy Street until Summer Street; northwesterly along the central line of Summer Street until Hawley Street; northeasterly along the central line of Hawley Street until Milk Street; westerly along the central line of Milk Street until Washington Street.

Subdistrict M

Subdistrict M shall have the following boundaries: from the corner of Tremont Street and Park Street northerly along the centerline of Park Street until Beacon Street; easterly along the centerline of Beacon Street until Bowdoin Street; northerly along the centerline of Bowdoin Street and along the centerline of New Chardon Street until a point 100 feet north of Cambridge Street; westerly along a parallel route 100 feet north of Cambridge Street until Charles Street; easterly along the centerline of the eastbound lane of Charles Street until Blossom Street; northerly along an extension of the centerline of Blossom Street to the centerline of Charles Street; northeasterly along the centerline of Charles Street until Martha Road; easterly along the centerline of Martha Road until Lomasney Way; southeasterly along the centerline of Lomasney Way until Merrimac Street; southeastly along the centerline of Merrimac Street until New Chardon Street; easterly along the centerline of New Chardon Street until Blackstone Street; southeasterly along the centerline of Blackstone Street until Hanover Street; southwesterly along the centerline of Hanover Street until Union Street; southerly along the centerline of Union Street until North Street; southerly along a straight line from the intersection of Union Street and North Street until the eastern lot line of 60 State Street and Chatham Street; easterly along the centerline of Chatham Street until Chatham Row; southerly along Chatham Row until the centerline of State Street; easterly along State Street until India Street; southeasterly along the centerline of India Street until the centerline of the Fitzgerald Expressway; southerly along the centerline of the Fitzgerald Expressway until the intersection of Atlantic Avenue and Northern Avenue; southeasterly along the centerline of Northern Avenue until the western pierhead and bulkhead line of Fort Point Channel; southwesterly along the western pierhead and bulkhead line of Fort Point Channel until the Broadway Bridge; northwesterly along the centerline of the Broadway Bridge until the centerline of Herald Street; northwesterly along the centerline of Herald Street until Harrison Avenue; generally northerly along the centerline of Harrison Avenue until Hudson Street; northerly along the centerline of Hudson Street until Kneeland Street; easterly along the centerline of Kneeland Street for a distance of 550 feet; southerly for 600 feet in a line parallel to the centerline of Hudson Street; easterly for a distance of 700 feet in a line parallel to the centerline of Kneeland Street until the eastern border of the railroad tracks right- of-way; northerly along the eastern border of the railroad tracks right-of-way until the southern lot line of the Stone and Webster Building; westerly along the southern lot line of the Stone and Webster Building until the easternmost boundary of South Station; northeasterly along the lot line of South Station until Summer Street; westerly along the centerline of Summer Street until

the terminus of High Street; westerly along the centerline of Bedford Street until 100 feet east of Chauncy Street; northerly along a parallel line 100 feet east of Chauncy Street until Summer Street; westerly along the centerline of Summer Street until Hawley Street; northeasterly along the centerline of Hawley Street until Milk Street; westerly along Milk Street until Washington Street; northerly until School Street; westerly along the centerline of School Street until Tremont Street; southwesterly along the centerline of Tremont Street until Park Street.

Subdistrict N

Subdistrict N shall have the following boundaries: from the intersection of the North Washington Street Bridge and Causeway Street southwesterly along Causeway Street until the intersection of Staniford Street and Causeway Street; northwesterly along the centerline of Lomasney Way until Martha Road; westerly along the centerline of Martha Road until Charles Street; northeasterly from this point and along a straight line from the centerline of Charles Street until the centerline of the MBTA railroad right-of-way; westerly along the centerline of the MBTA right-of-way until an intersection with the water's edge of the Charles River; following the water's edge in a generally northerly direction until an intersection with the seawall; thence following the seawall until the North-South Fitzgerald Expressway; southeasterly along the North-South Fitzgerald Expressway until a point 580 feet west of the intersection of the seawall and the North Washington Street Bridge and continuing southeasterly for a distance of 80 feet to the line of the existing exterior building wall; east along said line to the centerline of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge to Causeway Street.

Subdistrict O

Subdistrict O shall have the following boundaries: from the northwest corner of Kneeland Street and Atlantic Avenue northerly along Atlantic Avenue until Essex Street; westerly along the centerline of Essex Street until Chauncy Street; northerly along the centerline of Chauncy Street until Bedford Street; easterly along the centerline of Bedford Street until Summer Street; easterly along the centerline of Summer Street until the easternmost boundary of South Station; southerly along the eastern lot line of South Station for a distance of 275 feet; easterly in a straight line along the southern side of the Stone and Webster Building until the easternmost boundary of the railroad right-of-way; southward along the easternmost boundary of the railroad right-of-way for a distance of 1,400 feet; westerly for 700 feet in a line parallel to Kneeland Street; northerly along a parallel route 550 feet east of Hudson Street until Kneeland Street; and easterly along the centerline of Kneeland Street until Atlantic Avenue.

Subdistrict P

Subdistrict P shall have the following boundaries: from the intersection of Arlington Street and Beacon Street easterly along the centerline of Beacon Street until Park Street; southeasterly along the centerline of Park Street until Tremont Street; southwesterly along the centerline of Tremont Street until Boylston Street; westerly along the centerline of Boylston Street until Arlington Street; and northerly along the centerline of Arlington Street until Beacon Street.

Subdistrict Q

Subdistrict Q shall have the following boundaries: from the intersection of Massachusetts Avenue and Storrow Memorial Drive northerly along the centerline of the Harvard Bridge until the City of Boston boundary line; easterly along the City of Boston boundary line until the southwestern lot line of the so-called Boston Museum of Science property; southeasterly along the perimeter of said property and continuing along the perimeter of said property until the intersection of the City of Boston boundary line and the northeastern lot of said property; easterly along the City of Boston boundary line along a straight line until the seawall; southerly and easterly along the seawall until the intersection of the City of Boston boundary line; then easterly along the City of Boston boundary line until the centerline of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge until the intersection of the bridge and the south seawall; westerly along the seawall for approximately 580 feet to the centerline of the North-South Fitzgerald Expressway; northwesterly along the centerline of the North-South Fitzgerald Expressway until the seawall; westerly along the seawall until the intersection of the seawall and the water's edge of the Charles River; westerly and southwesterly along the water's edge until the M.B.T.A. railroad right-of-way; southeasterly along the M.B.T.A. railroad right-of-way until an extension of the centerline of Charles Street; southeasterly along the extension of the centerline of Charles Street and along the centerline of Charles Street until an extension of the centerline of Blossom Street; northerly along the extension of the centerline of Blossom Street until the centerline of the westbound lane of Charles Street; westerly along the centerline of the westbound lane of Charles Street and Embankment until the M.B.T.A right-of-way; southerly along the M.B.T.A right-of-way until the centerline of Embankment Road; southwesterly along the centerline of Embankment Road until Storrow Memorial Drive; and westerly along the centerline of Storrow Memorial Drive until the centerline of Massachusetts Avenue.

(2) Area in which Planned Development Areas may be permitted

From the northwest corner of State Street and Devonshire Street easterly along State Street until a point 50 feet east of Kilby Street; southerly along a parallel route 50 feet east of Kilby Street until a point on Water Street 50 feet east of Batterymarch Street;

westerly on Water Street until Batterymarch Street; southeasterly along Batterymarch Street until High Street; easterly along High Street until Purchase Street; southerly and southwesterly along Purchase Street until Summer Street; northwesterly along Summer Street until Devonshire Street; northerly along Devonshire Street until the northwest corner of Devonshire and State Street.

(3) Housing Priority Areas

a. Leather District Housing Priority Area: From the intersection of Kneeland Street and the Fitzgerald Expressway easterly along the centerline of Kneeland Street until the centerline of Atlantic Avenue; northerly along the centerline of Atlantic Avenue until the centerline of Essex Street; westerly along the centerline of Essex Street until the Fitzgerald Expressway; southerly along the Fitzgerald Expressway until the point of beginning.

b. Chinatown Business District Housing Priority Area: From the intersection of Essex Street and the Fitzgerald Expressway southwesterly along the centerline of the Fitzgerald Expressway until Beach Street; northwesterly along the centerline of Beach Street until Hudson Street; southwesterly along the centerline of Hudson Street until Kneeland Street; westerly along the centerline of Kneeland Street until Knapp Street; northwesterly along the centerline of Knapp Street until Beach Street; northerly along a parallel route 100 feet west of Washington Street until a point 200 feet south of the Essex Street streetline; easterly along a route 200 feet south of the Essex Street streetline until Harrison Avenue; northerly along Harrison Avenue until the centerline of Essex Street; northeasterly along the centerline of Essex Street until the Fitzgerald Expressway.

c. Chinatown-Bay Village Housing Priority Area: From the intersection of Hudson and Kneeland Street southerly along the Surface Artery until Albany Street; southerly along Albany Street until the centerline of Herald Street; northwesterly along the centerline of Herald Street until the intersection of Herald Street and Tremont Street; from the intersection of Herald Street and Tremont Street westerly along the southern edge of the Amtrak/Massachusetts Bay Transportation Authority commuter rail right-of-way until the centerline of Cazenove Street; northerly along the centerline of Cazenove Street until Columbus Avenue; northerly along the centerline of Columbus Avenue until Stuart Street; easterly along the centerline of Stuart Street until Kneeland Street; easterly along the centerline of Kneeland Street until the point of beginning.

The Downtown Interim Planning Overlay District, Subdistricts, and related areas described above are governed by Article 27D of the Boston Zoning Code.

Richard B Fowler
Chairman

Vice Chairman

Ana Maria Perez

Martha Bernard Welch

Robert Fowler

Joan M. McGrath

Edward J. D'Agostino

Evelyn M. Watson

In Zoning Commission Adopted September 21, 1987

Attest: Marguerite Hall DeBruel
Secretary

Raymond L. Flynn
Mayor, City of Boston

Date: 9/25/87

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The foregoing amendment was presented to the Mayor on September 25, 1987 and was signed by him on September 25, 1987, whereupon it became effective on September 25, 1987, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

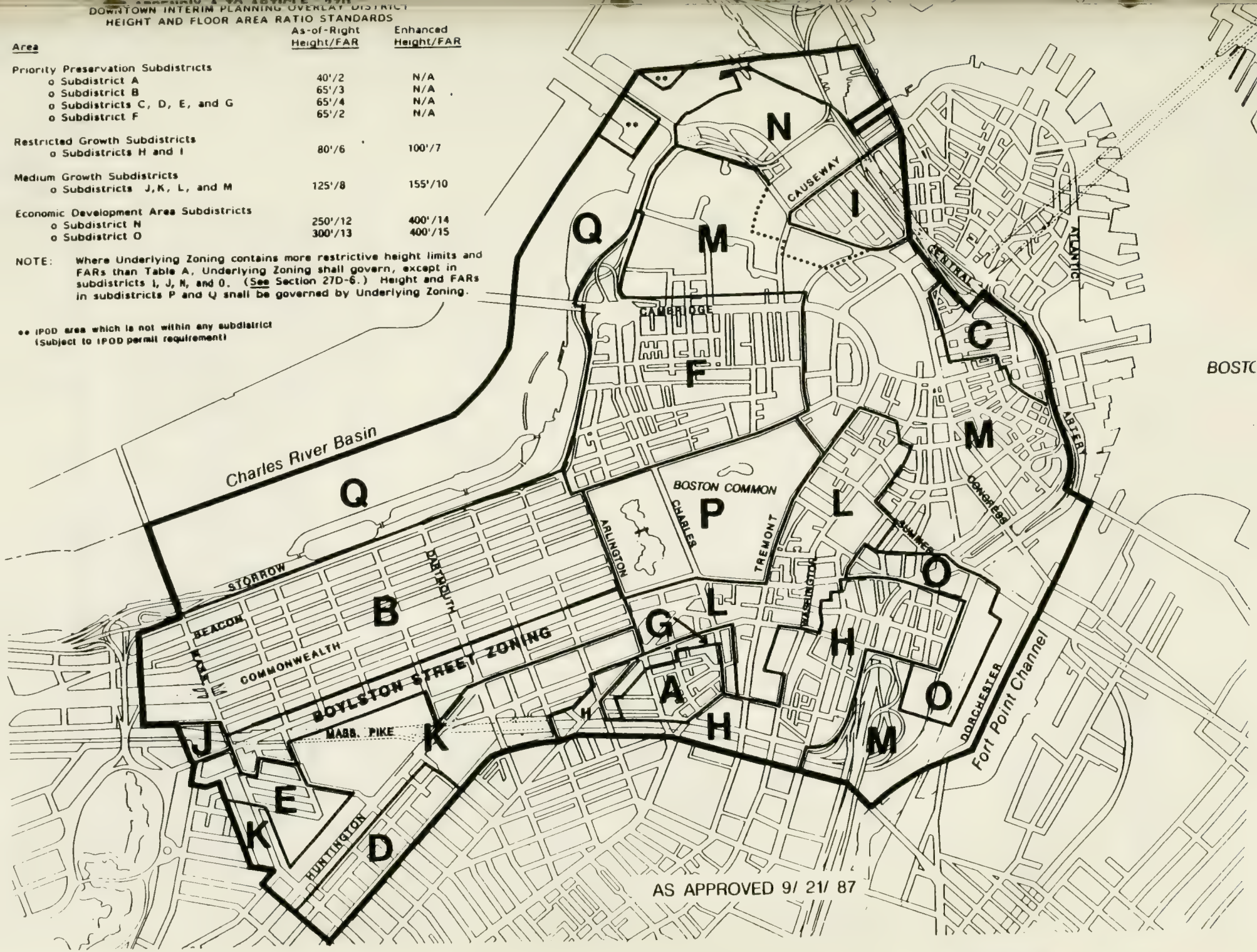
Attest: Marguerite Hall DeBruel
Secretary

DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT
HEIGHT AND FLOOR AREA RATIO STANDARDS

| Area | As-of-Right Height/FAR | Enhanced Height/FAR |
|---|---|---|
| **Priority Preservation Subdistricts** | | |
| o Subdistrict A | 40'/2 | N/A |
| o Subdistrict B | 65'/3 | N/A |
| o Subdistricts C, D, E, and G | 65'/4 | N/A |
| o Subdistrict F | 65'/2 | N/A |
| **Restricted Growth Subdistricts** | | |
| o Subdistricts H and I | 80'/6 | 100'/7 |
| **Medium Growth Subdistricts** | | |
| o Subdistricts J,K, L, and M | 125'/8 | 155'/10 |
| **Economic Development Area Subdistricts** | | |
| o Subdistrict N | 250'/12 | 400'/14 |
| o Subdistrict O | 300'/13 | 400'/15 |

NOTE: Where Underlying Zoning contains more restrictive height limits and FARs than Table A, Underlying Zoning shall govern, except in subdistricts I, J, N, and O. (See Section 27D-6.) Height and FARs in subdistricts P and Q shall be governed by Underlying Zoning.

** IPOD area which is not within any subdistrict (Subject to IPOD permit requirement)




AS APPROVED 9/ 21/ 87

Richard B Fowler
Chairman

Vice Chairman

Ana Nora Perez

Martha Bernard Welsh

Robert Farden

Joan M. McGrath

Edward J. D'Agostino

Evelyn M. Watson

In Zoning Commission Adopted September 21, 1987

Attest: Marguerite Hall DeBrunel
Secretary

Raymond L. Flynn
Mayor, City of Boston

Date: 9/25/87

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The foregoing amendment was presented to the Mayor on September 25, 19
and was signed by him on September 25, 1987, whereupon it became effective on September 25, 1987, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

Attest: Marguerite Hall DeBrunel
Secretary

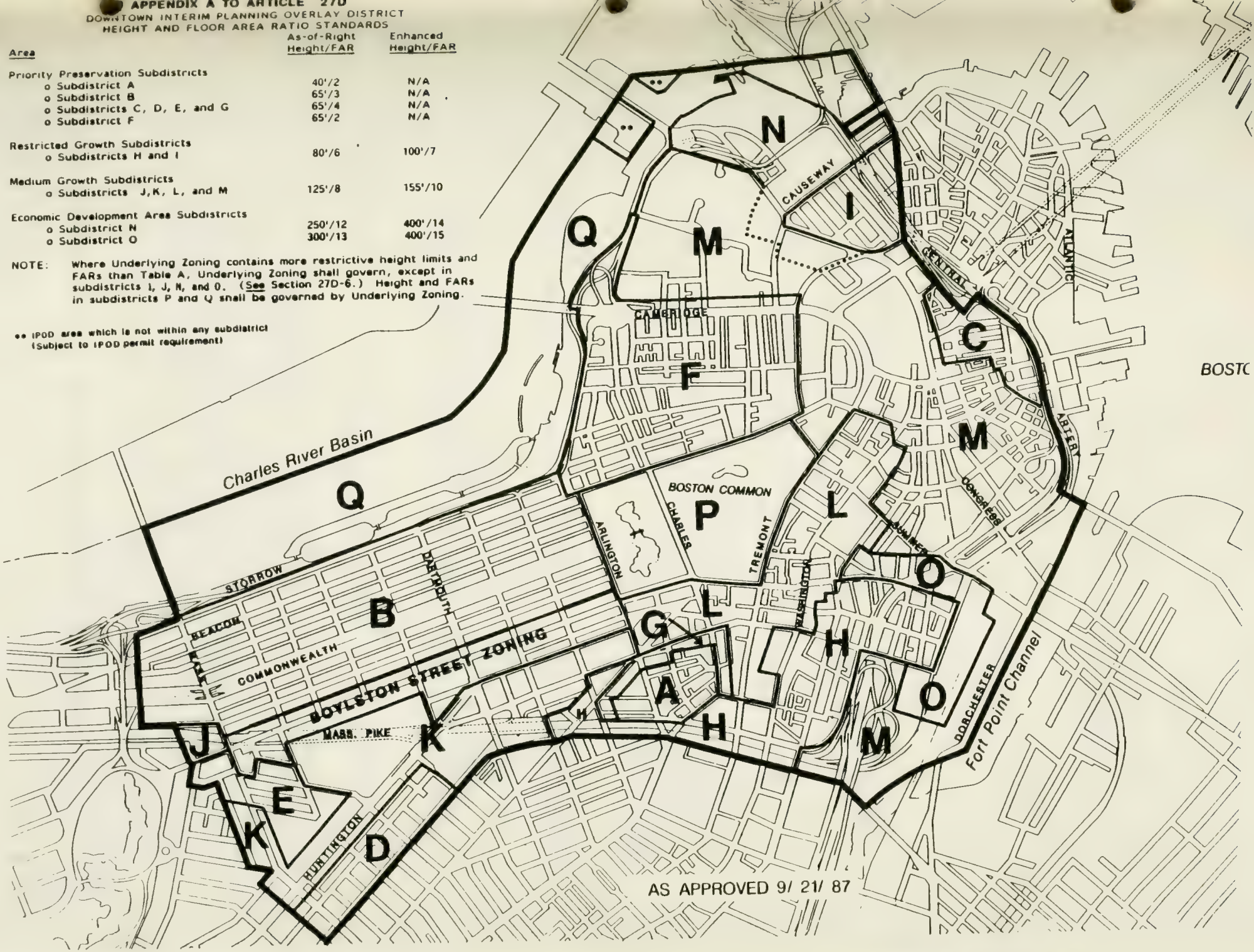
## APPENDIX A TO ARTICLE 27D

DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT
HEIGHT AND FLOOR AREA RATIO STANDARDS

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** IPOD area which is not within any subdistrict (Subject to IPOD permit requirement)




AS APPROVED 9/ 21/ 87

Map Amendment Application No. 266
Boston Redevelopment Authority
Map Open Space Districts

MAP AMENDMENT NO. 213

EFFECTIVE
January 4, 1988†

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956 as amended, after due report, notice, and hearing does hereby amend Map 1 - Boston Proper, of the series of maps entitled "Zoning Districts - City of Boston" dated August 15, 1962, as follows:

1. By changing from an H-2-65 district to an OS district the parcel of land constituting the Boston Common, bounded and described as follows:

   From the intersection of Charles Street and Beacon Street easterly along the centerline of Beacon Street until Park Street; southerly along the centerline of Park Street until Tremont Street; southwesterly along the centerline of Tremont Street until Boylston Street; northwesterly along the centerline of Boylston Street until Charles Street; and northerly along the centerline of Charles Street until Beacon Street.

2. By changing from an H-2-65 district to an OS district the parcel of land constituting the Public Garden, bounded and described as follows:

   From intersection of Arlington Street and Beacon Street easterly along the centerline of Beacon Street until Charles Street; southerly along the centerline of Charles Street until Boylston Street; westerly along the centerline of Boylston Street until Arlington Street; northerly along the centerline of Arlington Street until Beacon Street.

3. By changing from M-4, I-2, and H-3 districts to an OS district the parcel of land and water described as follows:

   From the intersection of Massachusetts Avenue and Storrow Memorial Drive northerly along the centerline of the Harvard Bridge until the City of Boston boundary line; easterly along the City of Boston boundary line until the southern lot line of the so-called Boston's Museum of Science property; southeasterly along the perimeter of said property and continuing along the perimeter of said property until the intersection of the City of Boston boundary line and the northern lot line of said property; continuing easterly along the City of Boston boundary line along a straight line until the centerpoint of the North Washington Street Bridge; southerly along the

† Date of public notice: July 11, 1987 (see St. 1956, c. 665, s. 5).

centerline of the North Washington Street Bridge until the intersection of the bridge and the sea wall; westerly along the sea wall until a point 400 feet north of Causeway Street at the centerpoint of the North/South Fitzgerald Expressway; westerly along a straight line parallel to Causeway Street for a distance of 150 feet; northerly along a parallel route 150 feet west of the North/South Fitzgerald Expressway until the centerpoint of the East/West Fitzgerald Expressway; westerly from this point along the centerline of the East/West Fitzgerald Expressway until the centerline of the MBTA right-of-way; westerly from the centerline of the MBTA right-of-way until the centerline of Charles Street; southerly along Charles Street until the intersection of Charles Street and Cambridge Street; northerly along the George Washington Circle until the elevated MBTA railroad tracks north of the George Washington Circle; southwesterly along the centerline of Embankment Road until Storrow Memorial Drive; and westerly along the centerline of Storrow Memorial Drive until the centerline of Massachusetts Avenue where it intersects with Storrow Memorial Drive.

Richard B Fowler
Chairman

Robert L. Allen
Vice Chairman

Edward J. D'Agostino

Jane C. M. Gray

Robert Farden

Marsha Bernard Welsh

James M. McGrath

In Zoning Commission Adopted December 8, 1987

Attest: Marguerite Fields Secretary

Raymond L. Flynn
Mayor, City of Boston

Date: January 4, 1988

---

The foregoing amendment was presented to the Mayor on December 17, 1987, and was signed by him on January 4, 1988, whereupon it became effective on January 4, 1988, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

Attest: Marguerite Fields Secretary

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# South End Urban Renewal Plan

BOSTON
REDEVELOPMENT
AUTHORITY

Rt. Rev. Msgr. Francis J. Lally, *Chairman*
Melvin J. Massucco, *Vice Chairman*
James G. Colbert, *Treasurer*
Robert L. Farrell, *Member*
Patrick Bocanfuso, *Member*
John D. Warner, *Director*

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*MAP 5: Proposed Rights-of-Way* — *brochure*

## CHAPTER I: DESCRIPTION OF PROJECT

### *SECTION 101: Project Boundary Map*

The boundaries of the South End Urban Renewal Project Area shall be shown on Map 1, Property Map, submitted herewith.

### *SECTION 102: Project Boundary Description*

The South End Urban Renewal Project Area is bounded and described as follows:

Beginning at the intersection of the centerline of Washington Street and the extended centerline of Dover Street and running southeasterly by the extended centerline and centerline of Dover Street to the northwesterly sideline of the Fitzgerald Expressway;

thence turning and running southwesterly and westerly by the northwesterly and northerly sidelines and the extended northerly sideline of the Fitzgerald and Southeast Expressways to the southwesterly sideline of Southampton Street;

thence turning and running westerly by the southerly sideline of Southampton Street to the easterly sideline of Reading Street;

thence turning and running southerly by the easterly sideline of Reading Street to the northerly sideline of Island Street;

thence turning and running westerly by the northerly sideline and extended northerly sideline of Island Street to a point of intersection between the extended northerly sideline of Island Street and the extended northwesterly sideline of Chadwick Street;

thence turning and running southwesterly by the extended northwesterly sideline and the northwesterly sideline of Chadwick Street to the southwesterly sideline of Carlow Street;

thence turning and running northwesterly by the southwesterly sideline of Carlow Street to the boundary between Parcel 2129 at number 8 Carlow Street, and Parcel 2128 at number 10 Carlow Street;

thence turning and running southwesterly by the southeasterly boundaries of Parcels 2128 at number 10 Carlow Street, 2121 at number 858 Albany Street, and 2120 at number 858 Albany Street, rear, to the southwesterly boundary of Parcel 2120;

thence turning and running northwesterly by the southwest boundary of Parcel 2120 and the southwesterly sideline and extended southwesterly sideline of Aaron Place to the northwesterly sideline of Albany Street;

thence turning and running southwesterly by the northwesterly sideline of Albany Street to the southwesterly sideline of Hunneman Street;

thence turning and running northwesterly by the southwest sideline of Hunneman Street to the southeasterly sideline of Harrison Avenue;

thence turning and running southwesterly by the southeasterly sideline of Harrison Avenue to the extended southwesterly sideline of Treadwell Court;

thence turning and running northwesterly by the extended southwesterly sideline and southwesterly sideline of Treadwell Court to its end;

thence turning and running southwesterly on a line connecting the end of the southwesterly sideline of Treadwell Court to the end of the northeasterly sideline of Lamar Place;

thence turning and running northwesterly by the northeasterly sideline of Lamar Place to the southeasterly sideline of Washington Street;

thence turning and running southwesterly by the southeast sideline of Washington Street to the extended southwesterly sideline of Sterling Street;

thence turning and running northwesterly by the extended southwesterly sideline and southwesterly sideline of Sterling Street to the southeasterly sideline of Warwick Street;

thence turning and running southwesterly by the southeasterly sideline of Warwick Street to the extended southwesterly sideline of Cabot Place;

thence turning and running northwesterly by the extended southwesterly sideline and southwesterly sideline of Cabot Place to the southeasterly sideline of Cabot Street;

thence turning and running southwesterly by the southeasterly sideline of Cabot Street to the southwesterly sideline of Weston Street;

thence turning and running northwesterly by the southwesterly sideline of Weston Street to the southeasterly sideline of Columbus Avenue;

thence turning and running southwesterly by the southeasterly sideline of Columbus Avenue to the extended northeasterly sideline of Ruggles Street;

thence turning and running northwesterly by the extended northeasterly sideline and northeasterly sideline of Ruggles Street to the point of intersection of the extended northeasterly sideline of Ruggles Street and the midline of the right-of-way of the mainline of the New York, New Haven, and Hartford Railroad;

thence turning and running northeasterly by the midline of the right-of-way of the mainline of the New York, New Haven, and Hartford Railroad to the midline of Dartmouth Street;

thence turning and running northerly to the point of intersection with the midline of Dartmouth Street and the southwesterly sideline of the right-of-way of the Boston and Albany Railroad;

thence turning and running southeasterly by the southwesterly sideline of the right-of-way of the Boston and Albany Railroad to the point of intersection with the midline of Washington Street;

thence turning and running southwesterly along the midline of Washington Street to the point of beginning.

## CHAPTER II: OBJECTIVES

### *SECTION 201: Basic Objectives*

The basic objectives of urban renewal action in the South End Urban Renewal Area are to eliminate severe conditions of blight, deterioration, obsolescence, traffic congestion and incompatible land uses in order thereby to facilitate orderly growth and to achieve neighborhood, industrial, commercial and institutional stability. Specifically the objectives are to:

a / Promote and expedite public and private development;

b / Insure the public health, and safety;

c / Strengthen the physical pattern of local neighborhood activities;

d / Provide an economically, socially and racially integrated community;

e / Provide a framework of environmental conditions better suited to meet the requirements of contemporary living;

f / Promote the growth of industry, commerce and institutions in appropriate locations; and strengthen and expand the real property tax base of the city.



### *SECTION 202: Planning and Design Concept*

The concept for the South End Area is developed from the fact that there are really two major communities in the project – a predominantly residential community and an industrial and medical-institutional community.

The concept is briefly described below:

a / The non-residential community between Harrison Avenue and the Southeast Expressway, in the main, should be developed in such a way as to provide necessary medical and industrial expansion without destroying the basic fabric of the residential community.

b / Major traffic generators should be serviced from the existing and proposed expressway systems at the periphery rather than by the east-west street system crossing the residential community.

c / The residential community should be protected from the blighting influences of expanding institutions and industries. Incompatible non-residential uses should be removed from the residential community so as to improve the residential environment.

d / The gateways to the South End residential community from South Cove, Back Bay, Fenway and Roxbury communities should be residentially oriented.

e / Arterial streets should receive a high level of public and private improvements.

f / A diversity of compatible uses should be encouraged in the center of the South End.

### *SECTION 203: Planning and Design Objectives*

Planning and design objectives described below are developed in accordance with the basic concept described in Section 202. These are to:

a / Improve the quality, condition, and maintenance of existing dwelling structures to a level which achieves decent, safe, and sanitary housing;

b / Remove the concentrations of deteriorated and deteriorating buildings which depress the physical condition and character of the area, impair the flow of investment and mortgage financing, and restrict adequate insurance coverage;

c / Protect and expand the city's tax base and arrest the trend of economic decline; and, by stabilizing property values, protect private investment;

d / Provide, in appropriate areas, new housing units which provide the highest level of amenity, convenience, usefulness, and livability which are within the income requirements of the residents of the community;

e / Provide new housing specifically designed to meet the needs of the numerous elderly residents in the community;

f / Provide opportunities for existing commercial establishments to remain in the area and provide better service;

g / Eliminate incompatible uses;

h / Reduce the excessive number of liquor licenses;

i / Provide sites for appropriate community facilities;

j Provide appropriate sites for the necessary expansion and reorganization of medical, institutional and industrial facilities;

k / Improve traffic circulation;

l Improve streets, street lighting, utilities and the landscaping of public areas;

m Obtain superior architectural and aesthetic quality in the new public and private buildings and open spaces;

n Preserve, maintain, and reinforce the positive, unifying and unique qualities of the street patterns, row houses, parks, and squares;

o / Unite the historically separated communities divided by Northampton Street;

p / Create a physical framework which will facilitate the formation and execution of programs to cope with social and economic problems in the community.

*SECTION 204: Specific Planning and Design Objectives*

Specific planning and design and objectives are described in Chapter VI.

## CHAPTER III: PROPOSED RENEWAL ACTION

### *SECTION 301: Proposed Types of Renewal Action*

Proposed types of renewal action within the Project Area shall consist of a combination of clearance and redevelopment activities, changes in land use, provision of public improvement and facilities, rights-of-way and utilities changes, zone district changes, and rehabilitation activities.

### *SECTION 302: Clearance and Redevelopment Activities*

Clearance and redevelopment activities will include:

a / acquisition of real property;

b / management of acquired property;

c / relocation of the occupants of acquired property;

d / clearance of buildings from land;

e / installation, construction and reconstruction of improvements; and

f / disposition of land and other property in accordance with the building requirements, land use and other provisions of this Urban Renewal Plan.



### *SECTION 303: Rehabilitation Activities*

Rehabilitation activities may include, but are not limited to:

a / systematic enforcement of rehabilitation standards, set forth in Chapter VIII;

b / technical assistance;

c / rehabilitation demonstrations;

d / acquisition and disposition of real property for rehabilitation in accordance with the land use requirements and rehabilitation standards set forth in the Urban Renewal Plan; and

e / acquisition, retention, management, rehabilitation, disposition or clearance of real property which is not made to conform to rehabilitation standards set forth in the Urban Renewal Plan.

### *SECTION 304: Public Improvements*

Public improvements will include, as necessary to carry out the provisions of the Urban Renewal Plan, the addition, alteration, abandonment, improvement, extension, reconstruction, construction, and installation of public buildings, open space, rights-of-way, streets, tree planting and landscaping, and such utilities as water, sewers, police and fire communications, traffic signals, and street lighting systems.

The location of public buildings and public open space shall be as shown on Map 2: Proposed Land Use Plan. The location of rights-of-way shall be as shown on Map 5: Proposed Rights-of-way. Street and public utility changes shall conform to the rights-of-way shown on the Proposed Rights-of-Way Map.

## CHAPTER IV: PROPERTY ACQUIRED OR TO BE ACQUIRED

### *SECTION 401: Identification*

Property acquired or to be acquired by the Boston Redevelopment Authority for clearance and development shall be shown on Map 1: Property Map.

### *SECTION 402: Properties Designated for Acquisition which may not be Acquired*

Notwithstanding the provisions of Section 401, properties designated for acquisition for private redevelopment on the Property Map may not be acquired if the following conditions are met:

a Within twelve months after the approval of the Urban Renewal Plan by the City Council and the Mayor, the owner or owners of over 50% of the land area of a reuse parcel, as defined in Map 3: Reuse Parcels, submit a proposal which is approved by the Authority and is not inconsistent with the controls and other requirements of this plan, for development or rehabilitation of all or substantially all of the parcel, provided that the proposal may relate to less than substantially all of the parcel if development or rehabilitation of the rest of the parcel would not, in the opinion of the Authority, be rendered infeasible.

b Within six months after such acceptance by the Authority of such a proposal, an agreement satisfactory to the Authority binding the owner or owners of all of the property required for accomplishment of the proposal to undertake the development or rehabilitation is executed; and

c Within eighteen months after execution of the agreement referred to in (b) above, the development or rehabilitation is completed in accordance with such agreement.



### *SECTION 403: Special Conditions*

Property not designated for acquisition as shown on the Property Map may be acquired by the Boston Redevelopment Authority, if such property is not made to conform to the rehabilitation standards set forth in Chapter VIII, and if the procedures set forth in Section 808 are followed. Such an acquisition can be made only upon a finding that the property owner has failed to conform to the rehabilitation standards and that either the property is blighted, decadent, deteriorated or deteriorating, or constitutes a non-conforming, incompatible, or detrimental land use according to the provisions of the Urban Renewal Plan.

In the case of an area between the backs of the buildings or in the interior of blocks, property not designated for acquisition may also be acquired to permit the development and execution of plans which will eliminate and discourage physical deficiencies, the return of blighted or blighting conditions, and contribute, insofar as the area is adaptable to such purposes, toward solutions of deficiencies detrimental to the health, safety, sanitation, and general welfare of the residents.

The following properties not proposed for acquisition are located such that failure to achieve property rehabilitation standards and conforming land uses in accordance with the objectives and requirements of the Urban Renewal Plan would seriously impair the successful completion of the plan in accordance with the stated objectives

and requirements. The properties listed below will be acquired by the Authority if the following conditions are not met:

a A proposal satisfactory to the Authority is received within twelve months of the approval of the plan by the Mayor and the City Council.

b After execution of a written agreement between the Authority and the owner or owners such rehabilitation is not completed within twenty-four months of said agreement.

298–312 Columbus Avenue
195–221 West Newton Street
402–434 Massachusetts Avenue
563–575 Columbus Avenue
156 Warren Avenue
167 West Canton Street
1230–1284 Washington Street
467–497 Harrison Avenue
15–17 Perry Street
2–12 Savoy Street
65 Warwick Street
1682 Washington Street
5, 7, 13, 17 Yarmouth Street
89 Northampton Street
891 Harrison Avenue
455–457 Shawmut Avenue
1887–1899 Washington Street

Options for future city purchase at the fair market value at time of exercise of the option will be acquired from the owners of the following properties during execution to insure future utilization of land in conformity with the objectives of the Urban Renewal Plan:

| *Address* | *Future Use* |
|---|---|
| 7, 9, 11 Medford Court | Playfield |
| 232, 234, 236, 238, 240, 242, 246, 248 | " |
| 250, 252, 254 Shawmut Avenue | " |
| 1–6 Briggs Place | " |
| 47, 49, 51, 53 Bradford Street | " |
| 99, 101, 103, 105 West Springfield Street | Hurley School site addition |
| 499, 501, 503, 505, 507 Shawmut Avenue | " " " " |
| 34, 36, 38 Worcester Street | " " " " |
| 10–12 Lenox Street | Playfield |

### *SECTION 404: Use of Property Acquired under Special Conditions*

The Boston Redevelopment Authority may clear where necessary; sell or lease for development, renewal, or rehabilitation; or retain for rehabilitation and subsequent disposition all or any portion of the property acquired under the provisions of Section 403. Where such property is sold or leased for development, the Boston Redevelopment Authority shall establish controls relating to land use and building requirements, and such controls shall be consistent with the requirements and controls imposed upon similar property by provisions of the Urban Renewal Plan.

### *SECTION 405: Interim Use of Acquired Property*

The Boston Redevelopment Authority may devote property acquired under the provisions of this plan to temporary use prior to the time such property is needed for redevelopment. Such uses may include, but are not limited to, project office facilities and Anti-Poverty Program uses, rehabilitation demonstration projects, parking, relocation purposes, public transportation, or recreational uses, in accordance with such standards, control, and regulations as the Authority may deem appropriate.

In addition to the property to be acquired by the Boston Redevelopment Authority pursuant to Section 401 of this Plan the property at 407–409 Shawmut Avenue shall also be acquired and shall be designated Reuse Parcel RD 70 and subject to the same Land Use and Building Requirements as are Parcels RD 1–12 and RD 14–67 in accordance with Table A of Section 602 of this Plan.

# CHAPTER V: RELOCATION OF FAMILIES AND INDIVIDUALS

## *SECTION 501: Families to be Displaced*

a / Volume

Approximately 1,730 families and 1,820 single person households reside in clearance sections in the Project Area. Information about the characteristics and housing needs of these households is primarily from family surveys conducted by the Authority in 1961, 1962, and 1963, and closely analyzed on the basis of income, rent-paying ability, age, family, size, expressed preference, and similar factors.

b / Needs

Of the total of 3,550 households, about 2,412 (69%) need one bedroom units or similar housing. Almost three out of every four families are expected to move into private rental housing. One out of five (746) are expected to move into public housing. Nearly two out of every three (2,325) households are eligible for low-rent public housing, but preferences indicate that fewer will desire to relocate in such housing. It is expected that the majority of families who will relocate into public housing are elderly persons.



## *SECTION 502: Availability of Relocation Housing*

a / Schedule of Availability

A relocation schedule staged over a seven (7) year period will average 500 household moves a year, or about 41 a month, and housing to meet these needs will become available in existing sales and rental opportunities; in units which may be made available under rehabilitation demonstration programs; in new and existing low-rent housing and in new housing construction provided for under the Plan. Because a majority of families interviewed have voiced a preference for remaining in the South End, the relocation program is scheduled so that housing opportunities will be available to meet the demand. For families who desire to move out of the South End, adequate resources exist elsewhere in the Boston area.

b / Private Rental Housing

Existing private rental vacancies typical of the supply in the South End have been located and inspected by the Relocation staff for an early land acquisition area in which relocation is now completed. In 13 months between December 1962–1963, a total of 279 standard units were inspected from a much larger turnover in the South End alone. Turnover of rental vacancies, similar to those found in 1963, would be expected to occur over any period of months during the several stages of project execution.

A standard method for determining the availability of rental units is the analysis by district of utility shut-offs associated with the vacation of units by tenants and their availability for occupancy by new tenants. Such an analysis was made for the Downtown district including the South End for the period January

through August, 1964. During this period, a total of 4,302 utility changes were recorded. This supports the determination that a substantial number of existing rental units in the South End area become and will continue to become available during any given period of time.

Typical availability of private rental vacancies in the City of Boston as a whole are indicated by commercial real estate listings. For example, on February 28, 1965, the Boston Sunday Globe Real Estate Section carried Boston listings for a total of 406 rental units of one to four bedrooms, renting from 60 dollars per month (*gross rent*). This indicates only a portion of turnover in rental housing in the City. Such rental housing in the City has been characterized by net outmigration, resulting in increasing numbers of rental units becoming available from year to year.

Under the Urban Renewal Plan, opportunities are provided within the South End for the construction of up to 2,500 new moderate rental dwelling units. Preference in such housing will be afforded to families and individuals to be relocated.

c / Public Rental Housing

The Boston Housing Authority currently operates 886 dwelling units of various sizes in the South End. They have reported a turnover of up to 100 units of these each year. In the rest of the City of Boston, the Housing Authority operates 13,592 additional units, which for 1964 had approximately 1886 vacancies.

Five hundred new units of public rental housing for elderly persons are proposed in the Plan. In other parts of Boston several hundred units of low rent housing for the elderly are in various stages of development. Preference for such housing, as well as special favorable considerations such as higher income allowances, are given to relocated families and individuals.

d / Private Sales Housing

Existing sales housing opportunities in the South End are indicated by mortgage transactions recorded in the *Appraiser's Weekly* journal. In 1964 there was a turnover of 178 residential structures which ranged from one to four family in size and from 5,000 dollars up in price.

Similarly, in the City of Boston, for a twelve month period there was found to be a substantial supply of sales housing at a variety of prices and sizes. Because of the trend for the City of net outmigration the availability of homes for sale is expected to continue.

e / Rehabilitation Demonstration Housing

Under rehabilitation demonstration programs which can be undertaken by the Authority, up to 100 rehabilitated dwelling units in the South End may be rehabilitated for residential use. Preference in such accommodations will be given to families and individuals to be relocated.

f / Summary of Housing Availability

South End families have expressed their preference for the type of housing they desire. With vacancies in existing private and public housing in the South End, moderate rental construction, units of new elderly and family public housing, and units which can be made available under the demonstration rehabilitation program, the supply should meet the relocation demand.

*SECTION 503: Method of Relocation*

a / Relocation Staff

The Boston Redevelopment Authority or its contractual agent or agents will employ professionally-trained Relocation Workers and Home-Finders to work in the South End Relocation Program. The Relocation Workers will interview families and individuals to determine their housing needs and will consult with

and aid each household in carrying out a satisfactory plan for relocation.

Home-Finders will locate, inspect and refer standard apartments and houses for rent or sale to families and individuals requesting assistance. Assistance will be offered in renting or leasing, in the purchase of homes, and in procuring mortgage insurance through FHA programs or conventional financing sources.

Eligible families and individuals will receive payments for moving expenses as are permitted under applicable regulations. (*Current maximums are 200 dollars.*)

b / Special Problems

The Authority is cognizant of the difficulties encountered by low income and elderly families and individuals in securing standard and suitable housing accommodations.

The relocation staff, with the cooperation of the Boston Housing Authority, will aid and assist low income families and elderly individuals in applying for and securing vacancies in low rental public housing and housing for the elderly in Boston. The relocation staff, with the cooperation of the Boston Public Welfare Department and other agencies, will advise and assist families and individuals in securing pensions, welfare, and other economic benefits to which they may be entitled.

Home-Finders and Relocation Workers will explain the benefits of FHA housing programs and encourage potential purchasers to utilize the services of the staff to effect home purchase.

The South End Renewal Team, the United South End Settlements, the United Community Services of Metropolitan Boston, Action for Boston Community Development, and community residents have developed a South End Neighborhood Action Program (*SNAP*) that is in operation at this time. This and existing agency resources will provide improved economic and social services to families and individuals being relocated and to be relocated. Such services will be extended to low income and elderly families and individuals to assist them in relocating and adjusting to the neighborhoods of their choice.

c / Temporary Relocation

Staff effort will be directed to secure satisfactory and permanent moves on the part of families and individuals. If the need arises, temporary accommodations may be found in order to move people out of dangerous or unsafe buildings or dwelling units to permit demolition activity in priority sections, or for other compelling purposes.

*SECTION 504: Standards for Relocation*

a / Ability to Pay

The ability to pay for housing is considered on an individual family basis, taking into account available income, family size and current financial obligations.

For private rental or sales housing, ability to pay twenty–twenty-three percent of family income for gross housing costs is considered a practicable standard, except where unusual conditions exist. This standard is in conformance with accepted practices in the private housing market.

b / Location

The location of housing referred will be related to individual family preferences, within reasonable commuting time and expense for the principal worker of the family to and from his place of employment, and in areas that meet the family's needs for public and commercial facilities.

c / Condition

Housing referred to families will be inspected to assure that it is decent, safe and sanitary standard housing in compliance with applicable codes and ordinances.

# CHAPTER VI: LAND USE, BUILDING REQUIREMENTS, AND OTHER CONTROLS

## *SECTION 601: Proposed Land Use Plan*

The use of land in the Project Area is shown on Map 2: Proposed Land Use.

## *SECTION 602: Land Use and Building Requirements*

The use and development of land and improvements thereon in the Project Area shall be in accordance with Table A: Land Use and Building Requirements that follows, and Section 603: General Requirements and Definitions. Footnotes and abbreviations are given at end of Table A.

*Reuse Parcel Number*

Reuse parcels are located as shown on Map 3: Reuse Parcels.

*Permitted Land Uses*

In each case, and unless specifically otherwise provided, designation of a particular use includes all accessory and ancillary uses, customarily or reasonably incident to the use specified or to the use on an adjoining parcel.

See Section 605 for provisions relating to alternative land use.

*Minimum Setback*

Minimum setback shall mean the minimum distance in feet between the reuse parcel line and the closest facade of the building unless specified otherwise.

*Height*

Height shall mean the vertical distance in feet from the mean grade of the sidewalk at the line of the street or streets on which the building abuts, or a given grade elevation adjoining the building line to the highest point of the roof.

*Maximum Net Density*

Maximum net density shall mean the number of dwelling units per net acre inclusive of on-site access roads, service drives, automobile parking, play and dwelling service area.

A dwelling unit shall mean a room or group of rooms forming a habitable unit for one family with facilities used or intended to be used for living, sleeping, cooking, and eating.

*Minimum Parking Ratio*

Minimum parking ratio shall mean the minimum number of car spaces per dwelling unit or the minimum number of car spaces per designated amounts of square feet of gross floor area.

## TABLE A: LAND USE AND BUILDING REQUIREMENTS

| Reuse Parcel Number | Permitted Land Uses | Minimum Set-Back (in feet) | Height (in ft.) Min. | Height (in ft.) Max. | Max. Net Density | Min. Parking Ratio | Planning & Design Requirements |
|---|---|---|---|---|---|---|---|
| 1–6 | | See Specific Design Controls for Castle Square, Chapter VI, Section 604 | | | | | |
| 7 | Institutional | AA | AA | AA | NA | Z | B,C,F |
| 8 | Institutional, Commercial, Offices Residential | Tremont Street: 20<br>Berkeley Street: 50 | AA | AA | NA | Z | B,C,F,K,EE |
| 9 | Institutional, Commercial | Tremont Street: 20<br>Parcel PB-1: AA<br>Warren Avenue: 10<br>Abutting Property: AA | AA | AA | NA | Z | B,C,K |
| 10 | Residential – upper floors<br>Commercial – floors 1–3 (1) | | 80 | 220 (4) | 250 | 1/d.u. + 1/1200 (2) | B,C,F,D,N,BB |
| 11 | Residential – upper floors<br>Commercial – floors 1–3 (1) | | 100 | 220 (4) | 150 | 1/d.u. + 1/1200 (2) | B,C,D,F,N,BB |
| 12 | Residential: Housing for Elderly or Other Residential Subject to Authority Approval | West Newton: 20<br>Union Methodist Church: See Planning and Design Reqmts. | 70 Elderly<br>24 Other | 140 (4)<br>40 (4) | AA | Elderly .2/d.u.<br>Other: 1/d.u. | B,C,F,U |
| 14 | Residential – upper floors,<br>Commercial – lower floors | Abutting Property: 20<br>Tremont: 15<br>Burke: 10 | 24 | 40 | AA | Z | B,C,D,K |
| 15 | Off-Street Parking | | AA | | NA | NA | B |
| 16 | Residential – upper floors<br>Commercial – ground floor (1) | Camden Street: 20<br>Tremont Street: 20 | 24 | 40 (4) | 75 (min. 60) | 1/d.u. + 1/900 (2) | A,B,C,D,F,K, V,X |
| 17a, b | Residential – upper floors<br>Commercial – ground floor | Z | 24 | 40 | 40 | 1/d.u. + 1/900 (2) | A,B,C,D |
| 19a, b | Residential | Abutting Property: 30<br>West Brookline: 10<br>Pembroke Street: 10 | 24 | 40 | 45 | 1/d.u. | A,B,C,F |
| 19c | Residential – upper floors<br>Commercial – ground floor (1) | Parcel P7: 0<br>Tremont Street: 20 | 90 | 120 (4) | 40 | 1/d.u. + Z for other uses | B,C,D,K |
| 20 | Commercial | Tremont Street: 20 | AA | | NA | NA | B,C,K |
| 21, 21a | Residential | Northampton St.: 80 | 24 | 40 | 30 | 1/d.u. | A,B,C,F |
| 22 | Residential (Commercial on ground floor where permitted by Zoning) | Camden Street: 20<br>Lenox Street: 26<br>Tremont Street: 20<br>Abutting Property: 20 | 24 | 40 | 40 | 1/d.u. | A,B,C,D,F,K, N,V,X |

| Reuse Parcel Number | Permitted Land Uses | Minimum Set-Back (in feet) | Height (in ft.) Min. | Max. | Max. Net Density | Min. Parking Ratio | Planning & Design Requirements |
|---|---|---|---|---|---|---|---|
| 23 | Residential (Commercial on ground floor where permitted by Zoning) | Shawmut Avenue: 20<br>Tremont Street: 20 | 24 | 40 | 30 | 1/d.u. | A,B,C,D,F,K, N,V |
| 24 | Residential — upper floors, Commercial — ground floor | Abutting Property: Z<br>Tremont Street: 20<br>Parcel P11: 0 | 24 | 40 | 50 | Elderly: 0.2/ d.u.<br>Other: 1/d.u. + 1/500 (2) | A,B,C,D,F,G,K, V,CC |
| 25 | Residential | Z | 24 | 40 | 40 | 1/d.u. | A,B,C,F |
| 29 | Residential | Washington St.: 20<br>Abutting Property: 30 | 24 | 40 | 30 | 1/d.u. | A,B,C,F,Y |
| 30 | Commercial or Office | Z | 16 | 40 | NA | Z | B,C |
| 31 | Light Industrial, Commercial | P6b: 0<br>Washington Street: 20 | 12 | 40 | NA | Z | B,C,S, |
| 32a, b | Institutional, Open Space | NA | NA | | NA | NA | B,N,W |
| 32c | Institutional | Savoy Street: 20<br>Harrison Avenue: 20<br>Abutting Property: 0<br>Washington Street: 80 | 12 | 40 | NA | Z | B,C |
| 33a | Residential — upper floors Commercial — lower floors | Z | AA | | AA | AA | B,C,D,DD |
| 33b | Residential | Z | 24 | 40 | AA | AA | A,B,C |
| 34 | Residential | Abutting Property: 20<br>East Lenox Street: 40<br>Washington Street: 20 | 24 | 40 | 40 | 1/d.u. | A,B,C,F,N,FF |
| 35 | Light Industrial, Parking | Z | 12 | 40 | NA | Z | B |
| 36a | Commercial or Offices (1) | Z | 24 | 40 | NA | AA | B,DD |
| 36b | Light Industrial, Parking | Z | 12 | 40 | NA | Z | B |
| 37 | Light Industrial, Parking | Z | 12 | 40 | NA | Z | B |
| 38 | Commercial | Harrison Ave.: 20 | 12 | 40 | NA | Z | B,C,T |
| 41 | Light Industrial, Parking | Z | 12 | 40 | NA | AA | B |
| 42 | Light Industrial, Commercial | Albany Street: 20 | 12 | 40 | NA | Z | B |
| 44 | Commercial | Z | 12 | 24 | NA | Z | B |
| 45 | Residential | Massachusetts Av.: 20<br>Albany Street: 40<br>Northampton St.: 20<br>Parcel PB15: 40 | 24 | 60 | 45 | 1 d.u. | A,B,C,F |
| 46a, b, c | Institutional | AA | AA | | NA | AA | B,N |

| Reuse Parcel Number | Permitted Land Uses | Minimum Set-Back (in feet) | Height (in ft.) Min. | Max. | Max. Net Density | Min. Parking Ratio | Planning & Design Requirements |
|---|---|---|---|---|---|---|---|
| 47 | Light Industrial | Z | 12 | 40 | NA | Z | B |
| 48 | Light Industrial | Malden St. Extended: 20<br>Fitzgerald Expressway: 80<br>E. Brookline Extended: 20<br>Albany Street: 30 | 16 | 40 | NA | AA | B,C |
| 49a, b | Light Industrial | Albany Street: 20<br>Harrison Avenue: 30 | 16 | 60 | NA | Z | B |
| 49c | Commercial | Albany Street: 20 | 16 | 40 | NA | Z | B |
| 50 | Light Industrial, Commercial | Parcel P6C: 0<br>Albany Street: 20 | 16 | 40 | NA | Z | B |
| 51a, b | Light Industrial | Albany Street: 20 | 12 | 40 | NA | Z | B |
| 53 | Light Industrial, Parking | Z | 12 | 40 | NA | AA | B |
| 54 | Residential<br>Institutional<br>Commercial | Rear Property Line: 50<br>Harrison Avenue: (from E. Canton Street to E. Dedham Street) 50<br>(E. Dedham Street to Malden Street) Z<br>E. Canton Street: 20<br>Malden Street: 70 | 60 | 75 (4) | AA | 1/d.u. + 1/900 (2) | B,C,D,F,M |
| 55 | Light Industrial | Z | 12 | 40 | NA | Z | B |
| 56 | Off Street Parking | | | AA | NA | NA | B |
| P(1–6, 10, 12–15, 18–20) | Park | NA | | NA | NA | NA | M,N |
| P(7, 8, 11,16) | Public Mall or Plaza | NA | | NA | NA | NA | M,N,W |
| P17, 21 | Playground | NA | | NA | NA | NA | N,GG |
| PB1 | Playground and Underground Parking | NA | | NA | NA | NA | I,N,GG |
| PB2 | Playground | NA | | NA | NA | NA | N,GG |
| PB3 | Elementary School and Playground | Dartmouth: 20<br>Columbus Avenue: 20 | 12 | 40 | NA | Z | B,C,GG |
| PB4 | Elementary School, Intermediate School, Recreation Building and Playground | Massachusetts Ave.: 40<br>South End By-Pass: 15<br>Columbus Avenue: 20 | 12 | 40 | NA | Z | B,C,O,GG |
| PB5 | Library | W. Newton Street: 20<br>Tremont Street: 20<br>Rutland Square:: 10 | 12 | 40 | NA | Z | B,C,P |
| PB6 | Institutional | Upton: 10<br>Shawmut Ave.: 20<br>W. Dedham Street: 30 | 12 | 40 | NA | Z | B,C,Q |
| | Commercial or Offices | | 12 | 40 | NA | Z | |
| | Parking Structure | | — | 24 | NA | NA | |
| | Residential | | 24 | 40 | AA | 1/d.u. | |
| PB7 | Recreation<br>Institutional | Parcel P-7: 0<br>Shawmut Avenue: 20 | 12 | 40 | NA | Z | B,C,J |
| PB8 | Institutional | Z | 12 | 40 | NA | Z | B |

| Reuse Parcel Number | Permitted Land Uses | Minimum Set-Back (in feet) | Height (in ft.) Min. | Height (in ft.) Max. | Max. Net Density | Min. Parking Ratio | Planning & Design Requirements |
|---|---|---|---|---|---|---|---|
| PB9 | Institutional | Parcel P-21: 0<br>Washington Street: 20<br>Ball Street: 20<br>Shawmut Avenue: 20 | 12 | 40 | NA | Z | B,R |
| PB10 | Elementary School and Playground | Parcel P-16: 10<br>Washington Street: 150<br>Parcel RE-5: 0<br>Shawmut Avenue: 20 | 12 | 40 | NA | Z | B,C,J,GG |
| PB11 | Institutional, Commercial, Residential | Z | 24 | 40 | AA | Z | B,C |
| PB12 | Elementary School and Playground | Parcel P-17: 0<br>Washington St.: 60<br>Waltham St.: 20<br>Abutting Property: 20 | 12 | 40 | NA | Z | B,S,GG |
| PB13a, b, c | Institutional | Z | AA | | NA | Z | B,C,GG |
| PB15 | Institutional, Residential | Massachusetts Avenue: 20<br>Parcel 45: 50<br>Northampton Street: 20<br>Harrison Avenue: 20 | 24 | 80 | 40 | Z | B,C,F,T |
| PB16 | Institutional | Z | AA | | NA | Z | B |
| R(1, 2, 3, 6, 8, 10, 11) | Residential | Z | 24 | 60 | 40 | Z | B,C<br>(R-1,R-8/DD also) |
| R(7, 9, 12b, 13) | Residential, Institutional | Z | 24 | 60 | 40 | Z | A,B,C |
| RC(1–4, 7–9)<br>R12a | Residential – Upper floors<br>Commercial &/or Offices – Ground floor (1) | Z | 24 | AA | AA | 1 d.u. + 1/900 (2) | A,B,C,D<br>(RC-8,DD also)<br>(R12a,L also) |
| RC5 | Residential – Upper floors<br>Commercial – Lower floors, Tremont St. only | Tremont Street: 20 | 32 | 60 | AA | 1/d.u. + 1/900 (2) | A,B,C,D,K |
| RC6 | Residential – Upper floors<br>Commercial &/or Offices – Ground floor (1) | Z | 24 | AA | AA | AA | B,C,D |
| RD(1–12, 14–67) | Residential Rehabilitation (3) | NA | NA | | AA | AA | B,E |
| RD13, 68 | Residential or Commercial (1) | NA | NA | | AA | AA | B,D,E |
| RE2 | Residential: Housing for Elderly or Other Residential Subject to Authority Approval | Z | 32 | 60 | AA | Elderly: 0.2/d.u.<br>Other: 1/d.u. | B,C,F |
| RE4 | Residential: Housing for Elderly or Other | Comet: 30<br>Northampton-Camden Connection: 20 | 70 | 120 (4) | AA | Elderly: 0.2/d.u.<br>Other: | B,C,F,H |

| Reuse Parcel Number | Permitted Land Uses | Minimum Set-Back (in feet) | Height (in ft.) Min. | Height (in ft.) Max. | Max. Net Density | Min. Parking Ratio | Planning & Design Requirements |
|---|---|---|---|---|---|---|---|
| RE4 *Continued* | Residential Subject to Authority Approval | Shawmut: 20<br>Abutting Property: 10 | | | | 1/d.u. | |
| RE5 | Residential:<br>Housing for Elderly or<br>Other Residential Subject to Authority Approval | AA | AA | | AA | Elderly: 0.2/d.u.<br>Other: 1/d.u. | B,C |
| | Institutional | AA | AA | | NA | AA | B,C |
| RE6 | Residential:<br>Housing for Elderly or<br>Other Residential Subject to Authority Approval | Abutting Property: 15<br>Parcel R16: 0<br>Shawmut Avenue: 20 | 70 | 120 (4) | AA | Elderly: 0.2/d.u.<br>Other: 1/d.u. | B,C,J |
| RE7 | Residential:<br>Housing for Elderly or<br>Other Residential Subject to Authority Approval | Wareham Street: 20<br>Washington Street: 40 | Elderly: 70<br>Other: 24 | 120 (4)<br>40 | AA | Elderly: 0.2/d.u.<br>Other: 1/d.u. | B,C,F,I |
| RR(1–32) | Residential (RR-32 also commercial (1)) | Z | AA | | AA | Z | B,DD |
| | Park, Residentially Oriented Open Space, Off-Street Parking (RR32: also commercial) | | NA | | NA | NA | B |
| X13 | Institutional, Light Industrial | Walpole Street: 20<br>Tremont Street: 20 | 16 | 40 | NA | Z | B |
| X26 | Residential, Commercial, Institutional | Tremont Street: 20 | AA | | AA | 1 d.u.<br>1/900 (2) | A,B,C,F,K |
| X27 | Residential | Z | AA | | AA | 1 d.u. | A,B,C,F,J |
| X28 | Residential | Washington Street: 20 | AA | | AA | 1 d.u. | A,B,C,F,S |
| X39 | Light Industrial, Parking | E. Lenox Street: 20 | 12 | 40 | NA | AA | B |
| X40 | Light Industrial | Z | 12 | 40 | NA | AA | B |
| X43 | Commercial | Albany Street: 20 | 12 | 40 | NA | Z | B |
| X52a | Light Industrial, Commercial | Massachusetts Avenue: 20 | 12 | 60 | NA | AA | B |
| X52b | Open Space | NA | NA | | NA | NA | B |

Parcels X-13, X-26, X-27, X-28, X-39, X-40, X-43, X-52a and X-52b shall be partially used for the proposed Inner Belt Right-of-Way. On each parcel any portion not so used shall be used according to the preceding Land Use and Building Requirements.

Footnotes: (1) Specific commercial uses shall be subject to Authority approval and future uses shall be regulated by disposition agreement.
(2) 50% of dwelling unit parking may be counted for commercial requirements.
(3) Commercial use may be allowed on ground floor where permitted by Zoning, subject to Authority approval.
(4) Height requirements shown are for main residential structure. Ancillary or related structures subject to Authority approval.

Abbreviations: NA: Not applicable
AA: Subject to Authority Approval
Z: Subject to Zoning Regulations
d.u.: Dwelling Unit

*Planning and Design Requirements*

A / Whenever possible, a high percentage of the dwelling units on each site shall be for families of more than one individual. Private access and outdoor space (ground or balconies) shall be provided for as many units as possible.

B / Development shall be consistent and compatible with surrounding development respecting material, form and scale, subject to Authority approval.

C / Not less than ONE PERCENT of construction costs shall be utilized to provide street furniture, sculpture, pools or other physical amenities to enhance the development. Notwithstanding this provision, landscaping is required, in addition, as stated in Chapter VI, Section 603: General Requirements and Definitions.

D / Design relationship of ground floor uses to upper floor uses, including separation of entrances, shall be subject to Authority approval.

E / Subject to the rehabilitation provisions of Chapter VIII of the Urban Renewal Plan.

F / Recreation and landscaped sitting areas for occupants shall be provided.

G / A landscaped pedestrian easement in an arcade shall be provided on the existing public right-of-way of Cabot Street. The development shall be related to the proposed new Frederick Douglass Square Plaza, (Parcel P-11).

H / Landscaped pedestrian easements shall be provided coinciding with the set-back requirements on Shawmut Avenue and the new Northampton-Camden Street connection.

I / Underground parking in excess of requirements of the site may be provided to serve the surrounding community.

J / A landscaped pedestrian easement shall be provided coinciding with the set-back requirements on Shawmut Avenue.

K / A landscaped pedestrian easement shall be provided coinciding with set-back requirements on Tremont Street.

L / Landscaped pedestrian easements shall be provided coinciding with the set-back requirements on Massachusetts Avenue and Washington Street.

M / Bus shelters, newsstands, phone booths, street furniture, etc. may be provided where appropriate subject to Authority approval.

N / Easement for service and emergency vehicles shall be provided when necessary subject to approval by the Authority.

O / A landscaped pedestrian easement shall be provided to a depth of 20 feet from parcel line along Massachusetts Avenue coinciding with the set-back requirement.

P / A landscaped pedestrian easement shall be provided coinciding with the set-back requirements on West Newton Street and Tremont Street.

Q / A landscaped pedestrian easement shall be provided coinciding with the set-back requirement along West Dedham Street.

R / A landscaped pedestrian easement shall be provided coinciding with set-back requirements on Ball Street.

S / A landscaped pedestrian easement shall be provided to a depth of 10 feet from the parcel line along Washington Street coinciding with the set-back requirements.

T / A landscaped pedestrian easement shall be provided to a depth of 10 feet along Harrison Avenue coinciding with the set-back requirements.

U / Elderly tower shall be set back a minimum of 180 feet from the property line of the Union Methodist Church.

V / Maximum height of 120 feet is allowed to depth of 100 feet from Tremont Street.

W / Paving shall be provided subject to Authority approval.

X / A landscaped pedestrian easement shall be provided to a depth of 10 feet from parcel line along Camden Street coinciding with the set-back requirements.

Y / A landscaped pedestrian easement shall be provided north from the southern boundary of the existing Camden Street right-of-way.

BB / A landscaped pedestrian easement shall be provided to a depth of 10 feet coinciding with the required set-back along Dartmouth Street.

CC / A minimum of 50 units of public housing for the elderly shall be provided for on this site.

DD / The structures shall be designed so as to connect visually the facades of abutting structures.

EE / A landscaped pedestrian easement shall be provided in an area bounded by Warren Avenue, Berkeley Street, Tremont Street and the 50 foot setback line from Berkeley Street.

FF / Landscaped pedestrian easements shall be provided to a depth of 20 feet from East Lenox Street coinciding with the set-back requirements.

GG / Appropriate recreation equipment will be provided subject to Authority approval.

## *SECTION 603: General Requirements and Definitions*

These definitions, standards, and controls apply to all disposition parcels, unless specifically excepted or otherwise applied.

### *General Requirements*

*1 / Maximum Floor Area Ratio*

The maximum floor area ratio shall mean the maximum ratio of gross floor area of a structure or group of structures to total parcel area. Floor area ratios may be less than maximum, but in no case may it exceed the Boston Zoning Code.

*2 / Vehicular Access*

Vehicular access to re-use parcels shall be determined at the time disposition agreements are signed by the Authority and the Developer of the parcel. It is the intent of this plan to provide vehicular access from the rear of re-use parcels or on side streets, or avoiding, where possible, direct access off of major arterials, or cross-town streets.

*3 / Parking Areas*

Parking areas include all space allocated for vehicular use, including service drives, maneuvering space, and parking spaces, as well as the landscaping requirements contained herein. Where parking spaces are required, 300 square feet shall be allocated per required space, unless specific parking plans are approved by the Authority.

Unless otherwise required, off-street parking spaces shall be provided in a number sufficient to meet the needs of persons employed at or otherwise using the facilities involved.
In determining the appropriateness of parking areas, the following standards will be considered as desirable guidelines:

a / Single large parking areas are considered undesirable. Several smaller parking areas to meet parking requirements are encouraged. For residential parcels particularly, where several or more parking spaces are required, no single parking area should exceed 15 per cent of the total site.

b / All parking required in connection with residential development should be within 200 feet of a dwelling unit, and all dwelling units should be within 200 feet of parking.

c / All open parking areas shall have at least one tree for every twelve parking spaces.

d / An open parking area in excess of 10 parking spaces shall be visually screened with planting or appropriate fencing along the perimeter.

e / Access driveways shall be a minimum of 20 feet in width and shall not be obstructed within a height of 14 feet of their surface.

f / Appropriate night lighting should be provided.

Departures from these guidelines may be permitted upon a demonstration by the developer that the intention of this section is otherwise substantially met. Parking space requirements can be met by either open or covered parking and by parking spaces wholly or partially within the buildings housing the principal uses to which the site is devoted.

*4 / Off Street Loading*

Developers and owners of all buildings shall demonstrate to the satisfaction of the Authority that the off-street loading needs of the property will be met adequately, or that the lack of such facilities is due to existing conditions, but will not be detrimental to surrounding areas of the Project. The following are guidelines to the off-street loading bay requirements applicable to the uses permitted in the Project Area:

| Gross Floor Area (in thousands of square feet) | General Business | General Office | Institutional | Transient Housing | Residential |
|---|---|---|---|---|---|
| Under 15 | 0 | 0 | 0 | 0 | 0 |
| 15–50 | 1 | 1 | 1 | 1 | 0 |
| 50–100 | 1 | 1 | 1 | 1 | 0 |
| 100–150 | 2 | 2 | 2 | 2 | 0 |
| 150–300 | 3 | 3 | 3 | 3 | 0 |
| 300 & over | * | * | * | * | 0 |

* 4 plus 1 for each additional 150,000 square feet or major fraction thereof.
Loading bay requirements are not applicable to parking garages or public parks.
No loading dock shall cause a vehicle using it to interfere with a public right-of-way.

5 / *Open Space*
All open areas must be suitably landscaped so as to provide a visually attractive environment. Where open space is required not more than 80 percent may be paved, and the remainder shall be planted. Trees in the gross number of no less than five per quarter acre of the total open space shall be provided. No area assigned for vehicular use shall be counted as fulfilling open space requirements.

6 / *Storage*
The open air storage of materials, equipment or merchandise, other than automobiles, unless expressly stated, shall not be permitted in any section of the Project Area without written approval by the Authority.

7 / *Other On-Site Improvements*
The appearance of buildings, open space and other improvements in all sites of the Project Area shall be maintained in good repair and in clean, sanitary, and attractive condition. Sufficient and suitable refuse and garbage storage and disposal facilities, including structural enclosures, where appropriate, shall be provided and properly maintained.

8 / *Sign Control*
Signs within the Project Area shall be restricted to the non-animated and non-flashing type, identifying only the establishment and nature of its products. All signs must be suitably integrated with the architectural design of the structure which they identify. No sign shall project beyond the face of the building more than 24 inches. The size, design, location and number of signs shall be approved by the Authority. No signs or advertising shall be placed on the exterior facade on or above the floor level of the third floor of any structure. No sign shall project above the roof of the structure on which it is mounted. Any exceptions to the above controls, or the placement or replacement of any sign during the 40-year duration of this Plan, must be approved by the Authority.

9 / *Exterior Lighting*
Exterior lighting may be used to light doors, entrances, show windows, plazas, parking areas, open spaces and water surfaces. Such lighting shall be located and shielded so as to prevent glare on adjacent properties. No flood lighting of buildings or streets will be permitted except by special approval of the Authority.

10 / *Utilities*
The placement or replacement of all private and public utilities will be underground. Utility easements, when necessary, shall be provided by developer. Easements shall be checked and accepted by the City Department of Public Works.

11 / *Building Construction*
All buildings shall be constructed in full compliance with all state and local laws, ordinances, codes and regulations as amended.

12 / *Provisions for Handicapped People*
All new buildings in the Project Area shall be so designed that persons in wheelchairs can enter and leave and travel about the building in a reasonable manner without undue obstruction.

13 / *Subdivision*
The Authority may subdivide parcels as appropriate, with permitted uses made applicable

to sub-parcels. In the event of subdivision, parking requirements will be divided as appropriate.

## DEFINITIONS

*Arcade*
An area of a building which is open to public access along its entire length.

*The Authority*
Where used herein refers to the Board of the Boston Redevelopment Authority.

*Alternate Land Uses*
As used in Sections 603 and 605, those land uses described as "Alternate Land Uses" in Section 602.

## SECTION 604: *Land Use Provisions, Planning Objectives, and Other Requirements for the Development of Castle Square.*

### PARCEL 1

The principal use of this parcel shall be housing to be constructed under the provisions and spirit of Section 221(d)(3) of the Federal program for housing moderate income families displaced by governmental action. It shall meet the rent and dwelling unit distribution provided herein. Approximately 500 units of 221(d)(3) housing shall be provided and local shopping may be provided at ground level.

*Major Design Objectives*

1 / The development shall be compatible with existing row housing in the South End and shall be related to the community of which it is a part. High rise buildings shall be designed with a respect for the human scale of the original South End community.

2 / A maximum number of the larger size dwelling units shall have access to private outdoor space either on the ground or on balconies.

3 / Adequate recreation areas for small children and landscaped sitting areas for adults for use of residents shall be provided.

4 / Convenient vehicular access shall be provided to the housing. The number of curb cuts in Tremont Street, Dover Street, and Shawmut Avenue shall be held to a minimum.

5 Local shopping shall be designed to produce an attractive street facing both Tremont Street and the new housing on the interior of the parcel. Use of arcades and small shopping courts is encouraged. Roof of the shopping space shall be attractive to the view and should be made available to the residents for appropriate recreational use.

6 Any parking structure shall be designed to be compatible with other buildings on the parcel.

*Land Use Controls*

*PERMITTED USES*
Housing and related public and semi-public uses including parking. Local shopping and related uses may be developed along Tremont Street including parking.

*NUMBER, SIZE AND DISTRIBUTION OF UNITS*
Approximately 500 units of 221(d) (3) housing units shall be provided. No more than 300 of these units may be in elevator structures. The exact number, size, and distribution of dwelling units shall be submitted to the Boston Redevelopment Authority for approval.

*HEIGHT AND BUILDING TYPE*
Housing along Tremont Street may be provided in elevator buildings, a maximum of seven stories high. The balance of the 221(d) (3) housing units must be in buildings two to four stories high. These must provide a maximum number of individual entries to units. The ideal shopping space shall be one story high and integrated with the housing along Tremont Street.

Any parking structure shall be no more than three stories high (30 feet from grade to top parking level.)

*SET-BACK*
The set-back along Dover Street shall be 20 feet from the public right-of-way. The set-back from Shawmut Avenue Tremont Street and Herald Street may be zero, except that in order to prevent traffic hazards the Boston Redevelopment Authority, in its review of

development proposals, may require a minimum set-back at traffic intersections which set-back shall be defined as a triangle with sides of 20 feet along each intersecting street.

*SIGNS*

Signs shall be suitably integrated with the architectural design of the commercial structures which they identify. No sign shall project above the roof of the commercial structure. No flashing or animated signs shall be permitted. The amount of surface for fixed signs and advertising shall be limited to eight *(8)* square feet per one hundred *(100)* square feet of front facade surface of commercial use. The size, design, location and number of signs must be specified in all redevelopment proposals and approved by the Authority.

*PARKING*

Minimum on-the-ground parking for the 221(d) (3) housing of one car for every two units shall be provided by the Boston Redevelopment Authority. The balance of parking spaces for this housing to provide one space for each unit shall be the responsibility of the developer and may be in a parking structure. In addition to the parking for the housing, one square foot of parking space shall be provided for each one net square foot of commercial space. Parking required for commercial uses may be provided in public sparking spaces not required to meet the parking requirements for housing units or in a parking structure. Additional parking spaces for commercial, industrial, and institutional use may be provided in a parking structure within the limitaton of height permitted.

*EASEMENTS*

An easement for existing utilities in the right-of-way of existing Compton Street shall be maintained. Easements for utilities shall be provided by the developer for new utility lines. Electric power and telephone distribution shall be underground. Easements shall be checked and accepted by the Public Works Department.

*DESIGN REVIEW*

Site plans, plans and elevations of buildings and building specifications, plans and designs for signs shall be subject to design review and approval of the Boston Redevelopment Authority.

*DEVELOPMENT*

The developer shall undertake the development of Parcel 1 under a single mortgage utilizing the provisions of Section 221(d) (3).

The developer shall devote not less than ONE PERCENT of construction costs to provide street furniture, sculpture, pools or other physical amenities to enhance the development.

## PARCEL 2

The principal use of this parcel shall be housing for the elderly to be constructed by the Boston Housing Authority. Approximately 100 units shall be provided.

### *Major Design Objectives*

1 / The development shall be compatible with existing row housing in the South End and shall be related to the community of which it is a part. High rise buildings shall be designed with a respect for the human scale of the original South End community, and shall be coordinated with the design of other high rise buildings to be built in Castle Square.

2 / Recreation and landscaped sitting areas for use of residents shall be provided.

3 / Convenient vehicular access shall be provided to the housing.

### *Land Use Controls*

*PERMITTED USES*

Housing and related public and semi-public uses. No parking on the site shall be permitted.

*NUMBER, SIZE AND DISTRIBUTION OF UNITS*

Approximately ONE HUNDRED units of housing shall be provided.

*HEIGHT AND BUILDING TYPE*

Housing on the site shall be provided in elevator buildings, a maximum of seven stories high.

*SIGNS*

The size, design, location and number of any sign must be approved by the Authority.

*PARKING*

Off-site parking areas adjacent to the parcel shall be publicly provided.

*EASEMENTS*

Easements for utilities shall be provided by the developer for new utility lines. Electric power and telephone distribution shall be underground. Easements shall be checked and accepted by the Public Works Department.

Easements for public passage under the buildings shall be provided by the developer.

*DESIGN REVIEW*

Site plans, plans and elevations of buildings and building specifications, plans and designs for signs shall be subject to design review and approval of the Boston Redevelopment Authority.

PARCEL 3

The principal use of this parcel shall be light manufacturing. This use shall be in keeping with the location of this site within the heart of the City. Manufacturing processes should be restricted to those that are relatively noiseless, odorless and smokeless.

*Major Design Objectives*

1 / Architectural Unity – it is highly desirable that all new structures constructed on this site achieve a high level of architectural unity. This may be accomplished through the use of similar materials, roof heights, roof profiles, scale of openings, treatment of details, etc.

2 / Parking – it is desirable to locate all parking and loading at an internal site location so that large open expanses of parking and pavement are not visible from the public right-of-way. This is particularly important on Shawmut Avenue.

3 / Roofs – roofs shall be organized so that all vents and chimneys and any other projections are architecturally organized and detailed so that they will provide an attractive appearance when viewed from pedestrian level along the public right-of-way and from windows of high buildings in the vicinity.

4 / Landscaping – trees and plant material shall be added to the site in appropriate areas and appropriate amounts. This is particularly important in the areas along Shawmut Avenue and those adjacent to church parcels. Planting and attractive fencing shall be provided to screen parking areas from the view of adjacent housing and church sites.

5 / Night Lighting – lighting shall be provided to insure the safety of those using the parking lots and pedestrian paths within the parcel. Lighting fixtures shall be shielded to prevent glare to motorists and pedestrians. All fixtures shall be in architectural harmony with the new buildings constructed on the site.

6 / Handicapped People – all new buildings in this parcel should be designed, insofar as feasible, so that persons in wheel chairs may enter and leave and travel about the buildings in a reasonable manner without undue obstructions. It is desirable that appropriate entrances and exits for such persons be constructed on all major frontages.

*Land Use Controls*

*PERMITTED USES*

Light manufacturing; storage *(enclosed)* and distributive uses; retail except automobile, trailer or scrap; eating and drinking establishments; places of entertainment; offices; related off-street parking and loading.

*HEIGHT AND BUILDING TYPE*

Buildings shall be designed to be compatible with the adjacent housing and church structures, and landscaping shall be provided.

*SET-BACK*

None required on Herald Street, Dover Street or Shawmut Avenue except that, in order to prevent traffic hazards, the Boston Redevelopment Authority in its review of development proposals may require a minimum set-back at traffic intersections, which set-back shall be defined as a triangle with sides of 20 feet along each intersecting street. A 16 foot set-back is required from the Washington Street right-of-way. Maximum floor area ratio: 6:0.

*SIGNS*

Signs shall be restricted to non-flashing and non-animated types, identifying only the establishment and nature of its products. All signs must be suitably integrated with the architectural design of the structure which they identify. No sign shall project above the roof of the structure on which it is mounted. No sign shall project beyond the face of the building more than 24 inches. Sign surface shall be limited to eight (8) square feet per one hundred (100) square feet of front facade surface of the first two floors in that occupancy of the structure. The size, design, location, and number of signs must be specified in all redevelopment proposals and approved by the Authority.

*OFF-STREET PARKING*

One on-site space for each five employees of industrial and commercial uses. Additional one square foot for each square foot of floor space for retail use or one space for every five persons served at any one time in eating establishments.

*OFF-STREET LOADING*

All loading bays must be constructed so that no on-street maneuvering is necessary. Access to loading bays shall be limited to Washington Street, Shawmut Avenue and Herald Street. Loading bays shall be provided as required by the applicable zoning ordinance.

*EASEMENTS*

An easement for existing utilities in the right-of-way of existing Compton Street shall be maintained until completion of Shawmut Avenue utility work.

*DEVELOPMENT*

The developer shall devote not less than ONE PERCENT of construction costs to provide street furniture, sculpture, pools, landscaping or other physical amenities to enhance the development.

*DESIGN REVIEW*

Site plans, plans and elevations of buildings and building specifications plans and designs for signs shall be subject to design review and approval of the Boston Redevelopment Authority.

## PARCELS 4 AND 5

The principal use of these parcels shall be institutional. It is expected that they shall be devoted to purposes ancillary to the Holy Trinity Church on Shawmut Avenue.

*Major Design Objectives*

1 / Architectural Unity — it is highly desirable that all new structures constructed on these sites achieve a high level of architectural unity with the Holy Trinity Church. This may be accomplished through the use of similar materials, roof heights, roof profiles, scale of openings, treatment of details, etc.

2 / Parking — it is desirable to locate all parking at an internal site location so that large open expanses of parking and pavement are not visible from the public right-of-way. This is particularly important on Shawmut Avenue.

3 / Roofs — roofs shall be organized so that all vents and chimneys and any other projections are architecturally organized and detailed so that they will provide an attractive appearance when viewed from pedestrian level along the public right-of-way and from windows of high buildings in the vicinity.

4 / Landscaping — trees and plant material shall be added to the sites in appropriate areas and appropriate amounts. This is particularly important in the areas along Shawmut Avenue. Planting and attractive fencing shall be provided to screen parking areas from the view of nearby housing developments.

5 / *Night Lighting*

Lighting shall be provided to insure the safety of those using any parking lots or pedestrian paths within the parcel. Lighting fixtures shall be shielded to prevent glare to motorists and pedestrians. All fixtures shall be in architectural harmony with the new buildings constructed on the sites.

6 / *Handicapped People*

All new buildings in these parcels should be designed, insofar as feasible, so that persons in wheel chairs may enter and leave and travel about the buildings in a reasonable manner without undue obstructions. It is desirable that appropriate entrances and exits for such persons be constructed on all major frontages.

approval by the Authority of this section, the developer of Parcel 3 presents a feasible proposal for the development of Parcel 3 which contemplates the retention of the portion of this property which fronts on Shawmut Avenue, which is approved by the Authority, said portion shall not be demolished. In such event, the following controls shall apply:

*Permitted uses:*

Shall be the same as those permitted throughout the remainder of Parcel 3.

*Building requirements:*

All visible facades of the building shall be treated and maintained in such a manner as to make it compatible with the new developments in Castle Square. The Shawmut Avenue facade of the existing structure shall be given extensive treatment in order to make it clean and uniform in design with adjacent new construction. This may be satisfied by pointing and cleaning existing brick or by screening the entire facade with a curtain wall. Other walls of the structure are to be harmonious in either case.

Access for loading and parking shall be from Washington Street only.

Parking and loading facilities shall be expanded to meet adequately the needs of the occupant. Enough space off-street must be alloted in order that the company's fleet of trucks will not have to park on either Washington Street or Shawmut Avenue. All open areas shall be screened with foliage or walls to block views from the street. On Shawmut Avenue, this screen must be integrated with the facade of the structure on Shawmut Avenue.

Signs shall be restricted to non-flashing and non-animated types, identifying only the establishment and nature of its products. All signs must be suitably integrated with the architectural design of the structure which they identify. No sign shall project above the roof of the structure on which it is mounted. No sign shall project beyond the face of the building more than 24 inches. Sign surface shall be limited to eight (8) square feet per one hundred (100) square feet of front facade surface of the first two floors in that occupancy of the structure. The size, design, location, and number of signs must be specified in all redevelopment proposals and approved by the Authority.

Parking and loading areas shall be adequately lighted at night for purposes of safety. However, no lights shall glare into traffic on the abutting streets or into the housing areas in Castle Square. All fixtures shall be subject to design review and approval by the Authority.

Existing roofs shall be cleared of debris and maintained in an attractive way, since they can be viewed from the proposed housing.

Any changes in the existing structure, either required above or proposed by the owner or developer, shall be subject to design review and approval of the Boston Redevelopment Authority.

## *SECTION 605: Alternate Land Uses*

Alternate land uses for any of the reuse parcels are subject to Authority approval according to the objectives of the Urban Renewal Plan.

## *SECTION 606: Excluded Parcels*

Excluded parcels are located as shown on Map 3: Reuse Parcels.

Changes in land use in any part or whole of any of the excluded parcels shall conform to the objectives and requirements of the Urban Renewal Plan.

If the existing structures in any excluded parcel are destroyed or demolished, the Authority reserves the right to acquire the parcel and establish further land use and building requirements for the parcel.

Plans for rehabilitation of all excluded parcels contained in this section shall be subject to design review and approval.

In addition to the requirement of design review and Authority approval, rehabilitation requirements stated in Chapter VIII, land use and building requirements for excluded parcels listed below shall be as follows:

*A / 270 COLUMBUS AVENUE*
*785–789 TREMONT STREET*
*445–447 MASSACHUSETTS AVENUE*

It shall be required that all open areas be appropriately landscaped, that outside storage and work areas be screened from public view and that buildings be made compatible with the surrounding area and proposed new development.

*B / 533 TREMONT STREET*

This parcel containing the National Theater shall be rehabilitated in a manner compatible with the restoration of the historic property on Parcel 9 and new development on Parcel 8. Specific design controls for this parcel shall be established at the time disposition agreements are signed by the Authority and the developers of Parcels 8 and 9.

*C / 775–821 COLUMBUS AVENUE*

It shall be required that all open areas be appropriately landscaped, that outside storage and work areas be screened from public view and that buildings be made compatible with the surrounding area and new development. In the event that the property is sold, the Authority reserves the right to acquire, at fair market value, the portion of the parcel north of a perpendicular line drawn from Columbus Avenue to the rear lot line from a point at the southernmost part of the Carter Playground. The acquired portion will be sold to the City of Boston, Parks and Recreation Department, as an addition to the Carter Playground.

*D / 791 TREMONT STREET*

Maximum use shall be made of the courtyard of this building for off-street loading and parking. The exterior of the building on this parcel shall be rehabilitated in a manner compatible with new construction on Parcel 16, landscaping along Tremont Street, and new construction on Parcel RC 7.

*E / 53–69 NORTHAMPTON STREET*
*66–74 NORTHAMPTON STREET*

All open areas shall be appropriately landscaped and screened. The building contained on the parcel shall be rehabilitated in a manner compatible with new construction on Parcels 33b, 34, 38, 45, and PB15.

*F / 73 WEST CANTON STREET*

Because of its crucial location in the South End Center, this parcel containing electrical equipment owned by the Boston Edison Company shall have an architectural screen around the perimeter of the property line hiding the equipment and buildings housing it from public view. The design of the screen shall be subject to Authority review and approval and shall be designed in a manner compatible with new construction on Parcels PB7, 19a, 19b, 19c, P7, R6, and PB6.

*G / 20–40 BUCKINGHAM STREET*
*301–319 COLUMBUS AVENUE*
*437 COLUMBUS AVENUE*

These properties shall be maintained at a level compatible with new construction on adjacent parcels. The roofs of the structures shall be maintained and cleaned of debris, and the use of roof space, air rights, and open spaces as an adjunct to adjacent Parcels shall be negotiated between the owners of the excluded parcels and the Authority in keeping with the objectives of the Urban Renewal Plan.

*H / 888–894 TREMONT STREET*
*950–958 TREMONT STREET*

All open areas shall be appropriately landscaped and screened. The buildings shall be rehabilitated in a manner compatible with new construction on Parcels 16, 22, 23.

It shall be required that all open spaces be appropriately landscaped, that outside storage and work areas be screened from public view and that buildings be made compatible with the surrounding area and new development.

### *SECTION 607: Interpretation*

In the event of any question regarding the meaning or construction of any or all of the standards, controls, or other provisions of this Plan, the interpretation or construction thereof by the Authority shall be final and binding.

### *SECTION 608: Duration of Controls*

The provisions and requirements established in the Plan shall be maintained and in effect for a period of FORTY (40) years from the date of the original approval of the Urban Renewal Plan by the Boston City Council, except for Sections 1101 and 1102, which shall remain in effect for a period of ONE HUNDRED (100) years from said date.

## CHAPTER VII: DEVELOPER'S OBLIGATIONS

### *SECTION 701: Applicability*

The provisions of this chapter shall apply to all parcels upon their disposition by the Boston Redevelopment Authority and shall be implemented by appropriate covenants and provisions in disposition documents.

### *SECTION 702: Compliance with the Plan*

Development of the land in the Project Area shall be made subject to the regulations and controls set forth in the Urban Renewal Plan. The purpose of such regulations and controls is to assure that the renewal and development of land within the Project Area will conform to the planning and design objectives of the Plan. It is therefore the obligation of all developers not only to comply with these regulations or controls but also to familiarize themselves with the overall Urban Renewal Plan and to prepare development proposals which conform to the Plan.



### *SECTION 703: Design Review*

All development proposals will be subject to design review, comment and approval by the Boston Redevelopment Authority prior to land disposition and prior to the commencement of construction.

In addition to assuring compliance with the specific controls, regulations and design objectives set forth in this Plan and as more specifically set forth in disposition documents, the Boston Redevelopment Authority shall establish design review procedures and evaluate the quality and appropriateness of development proposals with reference to the design objectives and requirements set forth in this Plan and in the disposition documents.

### *SECTION 704: General Obligations*

The Authority shall obligate redevelopers and purchasers of land in the Project Area, and their successors and assigns, by covenants and conditions running with the land or other appropriate means providing for reasonable action in the event of default or noncompliance by such redevelopers and purchasers:

1 / To devote, develop or otherwise use such land only for the purpose and in the manner stated in the Plan;

2 / To comply with such terms and conditions relating to the use and maintenance of such land and improvements thereon as in the opinion of the Authority are necessary to carry out the purpose and objectives of the Plan and of the relevant provisions of Chapter 121, Massachusetts General Laws;

3 / To commence, execute and complete construction and improvements in accordance with reasonable time schedules as determined, agreed on and established by the Authority;

4 / Where appropriate to give preference in the selection of tenants for dwelling units or tenants for commercial space built in the Project Area to persons displaced from such area on account of action taken pursuant to this Urban Renewal Plan, who desire to rent such dwelling units or such commercial space and who will be able to pay rents or

prices equal to rents or prices charged other tenants for similar or comparable space built as a part of the same redevelopment.

5 To make adequate provisions for works of art and other amenities in accordance with the policy as established by the Authority.

*SECTION 705: Disposition by Developer*

The Developer shall not dispose of all or part of his interest within the Project Area without the written consent of the Boston Redevelopment Authority until the full completion by the developer of all improvements required by and in conformity with the terms and conditions of both the Urban Renewal Plan and the land disposition Agreement entered into between the Developer and the Authority. Such consent shall not be granted except under conditions that will prevent speculation, protect the interest of the Boston Redevelopment Authority and the City of Boston, and effect compliance with and achieve the objectives of Chapter 121 and, where applicable, Chapter 121A of the Massachusetts General Laws, and amendments thereto.

## CHAPTER VIII: REHABILITATION

### *SECTION 801: Identification and Applicability*

All properties and buildings within the Project Area which are not designated for acquisition by the Boston Redevelopment Authority as shown on Map 1: Property Map, are to be maintained at or brought to a level which achieves a decent standard of safe and sanitary housing and shall be made to conform to the standards in this chapter.

Any property or building which is not maintained at or brought to conformity to said standards may be acquired by the Boston Redevelopment Authority as provided in Chapter IV.

### *SECTION 802: General Objectives*

The basic objectives of rehabilitation activity within the project area shall be to secure and maintain all structures and their environment so as to:

a / prevent the spread, as well as the recurrence of blight and substandard conditions;

b / restore deteriorating areas and structures to sound condition;

c / increase and stabilize the economic value of individual properties;

d / create decent, safe, and sanitary structures providing the greatest degree of amenity, convenience, usefulness, attractiveness, and livability for the occupants and users thereof.



### *SECTION 803: Planning and Design Objectives*

The Planning and Design Objectives are to:

a / Review land uses which will be complementary, and shall not adversely affect each other;

b / Insure that non-residential uses will not create traffic congestion or other adverse effects;

c Regulate non-conforming uses so that they will not produce crowding, noise, odors, air pollution, glare, heat, vibration, dirt, or other effects detrimental to the health, safety and general welfare of the community;

d Maintain the physical character of buildings architecturally consistent with the surrounding neighborhood in order to eliminate deteriorating or blighting influences, to encourage neighborhood stability, maintenance of property, and a proper land use as provided in this Urban Renewal Plan. Pursuant to this objective, the unique, unifying, and harmonious predominance of brick facades shall be preserved, and the fronts of structures with such facades shall not be covered with sheathing or siding of any kind or design. All open areas shall be attractively landscaped in order to enhance the character of the neighborhood;

e Require that buildings be structurally sound;

f / Provide adequate off-street parking where appropriate;

g / Signs shall be consistent with the objectives stated in Chapter VIII, Section 806.

### *SECTION 804: Health Objectives*

Sanitary objectives must be attained in order to eliminate conditions which cause disease or which are otherwise detrimental to the public health, safety, and the general welfare of the community. To achieve this all facilities necessary for adequate heat,

light, plumbing and general sanitation must be properly installed and maintained in good working condition. Structural and environmental conditions necessary to provide adequate and healthy living and working space must be maintained in accordance with code requirements specified in Section 807 of this Chapter.

### *SECTION 805: Safety Objectives*

Safety objectives must be achieved to prevent unsafe conditions which might cause injury to persons or damage to property, including adjacent buildings in accordance with code requirements, specified in Section 807 of this Chapter. To achieve this:

a / Potential fire hazards must be eliminated;

b / Unsafe conditions in yards and open spaces must be eliminated;

c / The exterior and interior of structures and all facilities must provide maximum safety; and

d / Satisfactory means of egress must be provided.

### *SECTION 806: Additional Objectives for Non-Residential Rehabilitation*

In addition to the objectives set forth in Sections 802 through 805, the following objectives shall apply to all non-residential property not designated for acquisition by the Boston Redevelopment Authority as shown on Map 1: Property Map. These objectives are to require:

a / Commercial, industrial, and other non-residential uses provide adequate off-street parking and loading facilities where appropriate;

b / Control of noxious by-products;

c / That the physical character of buildings to remain be architecturally consistent with buildings in the immediate vicinity in order to eliminate deteriorating or blighting influences and to achieve an aesthetically pleasing environment, thereby encouraging neighborhood stability, maintenance of property, and maintenance of proper land uses;

d / That all open areas be attractively landscaped in order to enhance the character of the neighborhood;

e That buildings be structurally sound;

f / That signs be integrated with the overall structural appearance of the buildings, not adversely affect the general character or appearance of the area and shall be consistent with sign controls specified in Chapter VI, Section 603;

g / That non-residential uses which are permitted to remain and which abut or are across the street from a residential use place and maintain an appropriate landscaped or architectural screen.

### *SECTION 807: Rehabilitation Standards*

All structures and buildings within the Project Area which are not designated for acquisition by the Boston Redevelopment Authority as shown on Map 1: Property Map, shall be maintained at or made to conform to:

a The "Sanitary Code of the Commonwealth of Massachusetts," and revisions and amendments thereto;

b / The "Building Code of the City of Boston," and revisions and amendments thereto;

c The "Fire Prevention Code" of the City of Boston, set out in Chapter 3 of the City Ordinances of 1959, and ratified by Chapter 314, Massachusetts Acts of 1962, and amendments thereto;

d The City of Boston Zoning Code, and revisions and amendments thereto;

e The Commonwealth of Massachusetts Public Safety Regulations, Chapter 143, and amendments thereto;

f / The Commonwealth of Massachusetts Innholders and Common Victualers Regulations, as applied to the licensing and maintenance of lodging houses, rooming houses, and hotels; and

g / All other applicable state and local laws, ordinances, codes, and regulations; provided that, where this plan imposes a greater restriction than is imposed or required by any of the aforesaid, the provisions of this Plan shall prevail; and provided, further, that deviations from such laws, ordinances, codes and regulations may be granted and approved as provided under Chapter 121 and Chapter 121A, Massachusetts General Laws, and amendments thereto and as otherwise provided under such laws, ordinances, codes and regulations where applicable. Failure to set forth herein any provision of any such law, ordinance, code or regulation shall not be deemed to make such provision inapplicable.

### *SECTION 808: Inspection and Notice*

The Boston Redevelopment Authority shall inspect each and every property not designated for acquisition as shown on Map 1: Property Map.

Whenever it has been found on inspection that a residential or nonresidential property or structure does not meet the objectives, standards, and regulations of this Chapter, the Authority shall, within a reasonable period of time after the inspection, give notice of such nonconformance to the owner of said property or structure. Such notice shall be in writing, addressed to the owner and to other persons required to be notified at their last known address, and shall be sent by certified or registered mail.

Such notice shall state why it is being issued; shall specify the respects in which the property fails to meet the objectives, standards, and controls of the Plan; and shall specify what work is required to bring the property into compliance. Such notice may also set a proposed schedule for beginning and completing each part of the work, provided that a reasonable time is allowed for the performance of any act required.

If at the end of such period satisfactory conformance to the standards and objectives of Chapter VIII has not been achieved, the Boston Redevelopment Authority may acquire the property pursuant to Chapter IV, Section 403.

### *SECTION 809: Technical Assistance*

Technical assistance for rehabilitation shall be provided by the Boston Redevelopment Authority for the purpose of developing an awareness and understanding of rehabilitation objectives, standards, requirements and methods; and for the purpose of providing guidance in planning, design, construction, financing and execution of individual rehabilitation activities as necessary to carry out the provisions of this Urban Renewal Plan.

### *SECTION 810: Property to be Acquired for Rehabilitation*

Property to be acquired by the Boston Redevelopment Authority and disposed of for rehabilitation shall be subject to the requirements of this Chapter and Chapter VI of this Plan.

## CHAPTER IX: ZONE DISTRICT CHANGES

### *SECTION 901: Identification of Changes*

Zone District Changes are shown on Map 4: Zone District Changes.

## CHAPTER X: RELATION OF PLAN TO LOCAL OBJECTIVES

### *SECTION 1001: Conformity to General Plan*

This Urban Renewal Plan is in conformity with the General Plan for the City of Boston and with its Program for Community Improvements.

### *SECTION 1002: Relationship to Definite Local Objectives*

The Urban Renewal Plan is consistent with definite local objectives for appropriate land use, maximum opportunity for rehabilitation, improved traffic, public transportation, public utilities, recreational and community facilities, and other public improvements set forth in the General Plan for the City of Boston and in the Program for Community Improvement and is based on general planning and design objectives for the Project Area set forth in Chapter II.



## CHAPTER XI: ANTI-DISCRIMINATION PROVISIONS

### *SECTION 1101: Affirmative Covenant*

Every agreement, lease, conveyance, or other instrument by which land in the Project Area is disposed of for uses which may include housing or facilities related to residential use, shall include an affirmative covenant, enforceable by the Boston Redevelopment Authority and by the United States of America, binding on the contractor, lessee, grantee, or other party to such instrument and on the successors in interest to such contractor, lessee, grantee, or other party that there shall be no discrimination upon the basis of race, color, creed, or national origin in the sale, lease or rental or, in the use or occupancy of such land or any improvements erected or to be erected thereon, and the Boston Redevelopment Authority shall take all steps necessary to enforce such covenants and shall not itself discriminate.

### *SECTION 1102: Compliance with Anti-Discrimination Laws*

All property and all transactions affecting or respecting the installation, construction, reconstruction, maintenance, rehabilitation, use, development, sale, conveyance, leasing, management, or occupancy of real property within the Project Area shall be subject to the applicable provisions of Chapter 151B of the Massachusetts General Laws and amendments thereto and to all other applicable federal, state, and local laws prohibiting discrimination or segregation by reason of race, creed, color, or national origin.

A resolution covering non-discrimination has been approved by the Boston Redevelopment Authority.

## CHAPTER XII: MODIFICATION AND TERMINATION

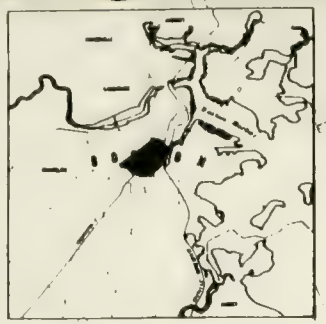
### *SECTION 1201: Modification*

The Urban Renewal Plan may be modified at any time by the Boston Redevelopment Authority, provided that, if the general requirements, controls, or restrictions applicable to any part of the Project Area shall be modified after the lease or sale of such part, the modification is consented to by the redeveloper or redevelopers of such part, or their successors and assigns.

Where proposed modifications will in the reasonable opinion of the Authority, substantially or materially alter or change the Plan, such modifications must also receive the necessary Federal, State and local approvals.

### *SECTION 1202: Termination*

The provisions and requirements established in this Urban Renewal Plan shall be maintained in effect for a period of forty (40) years from the date of the original approval of the Urban Renewal Plan by the City Council and Mayor of the City of Boston, except for sections 1101 and 1102 which shall remain in effect for one hundred (100) years from said date.



RESIDENTIAL H

LOCAL BUSINESS L

GENERAL BUSINESS B

RESTRICTED MANUFACTURING M

GENERAL INDUSTRIAL I

ZONE DISTRICT CHANGES

DWH AUG 65

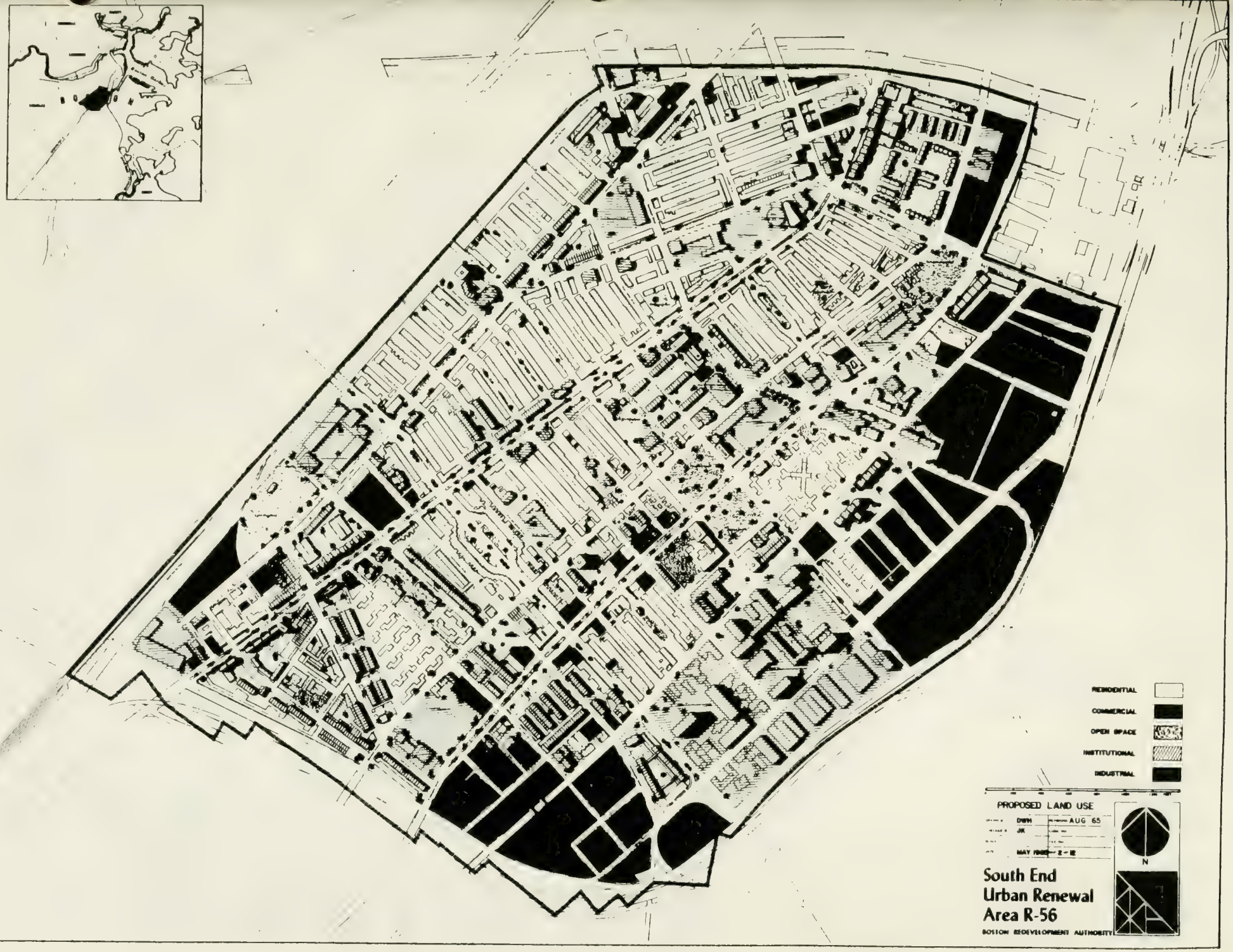
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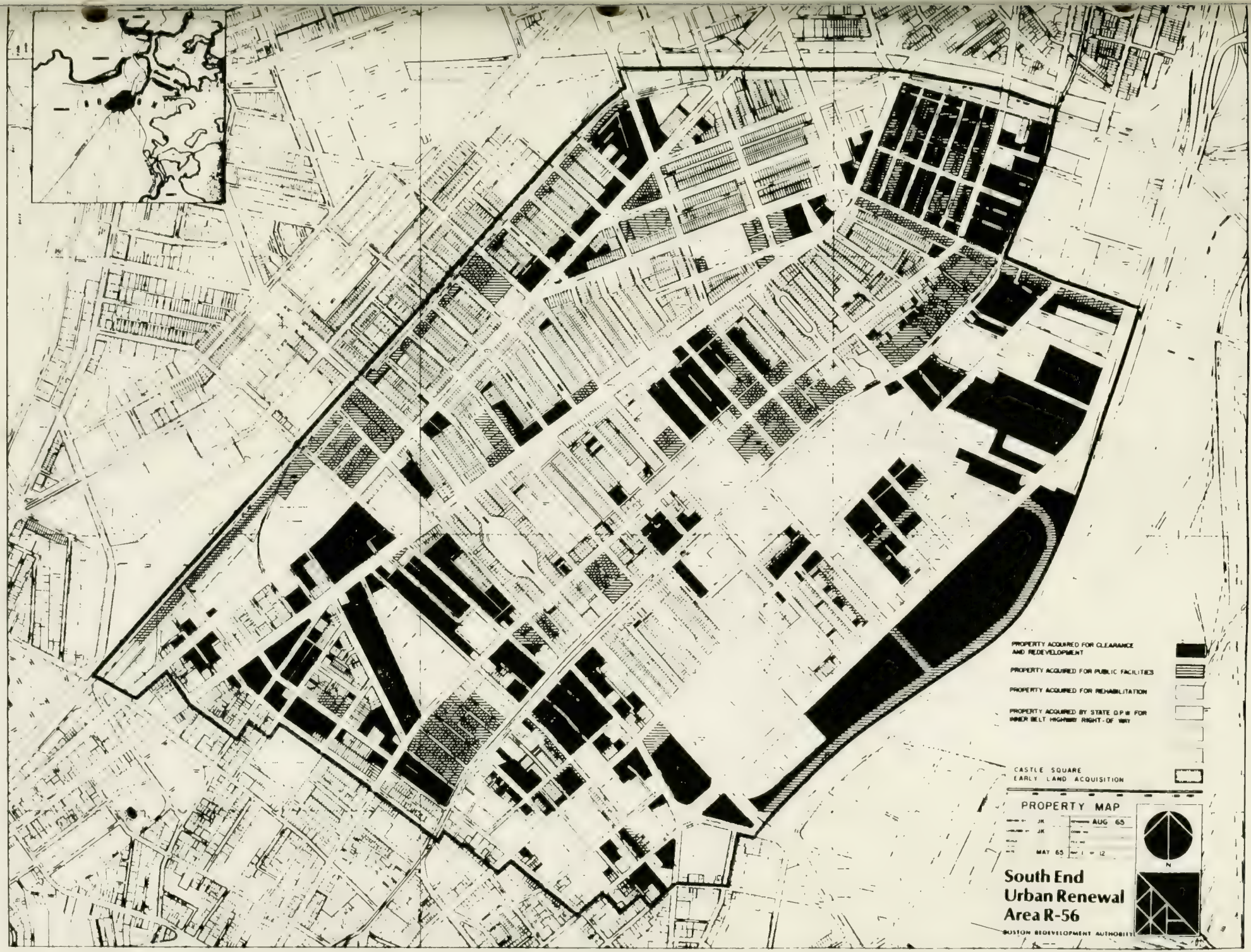
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# South End Urban Renewal Area R-56

BOSTON REDEVELOPMENT AUTHORITY


RESIDENTIAL
COMMERCIAL
OPEN SPACE
INSTITUTIONAL
INDUSTRIAL
PROPOSED LAND USE
DWN
AUG 65
JR
N
South End
Urban Renewal
Area R-56
BOSTON REDEVELOPMENT AUTHORITY


PROPERTY ACQUIRED FOR CLEARANCE AND REDEVELOPMENT
PROPERTY ACQUIRED FOR PUBLIC FACILITIES
PROPERTY ACQUIRED FOR REHABILITATION
PROPERTY ACQUIRED BY STATE D.P.W. FOR INNER BELT HIGHWAY RIGHT-OF-WAY
CASTLE SQUARE EARLY LAND ACQUISITION
PROPERTY MAP
JK AUG 65
JK
MAY 65
1" = 12'
N
South End Urban Renewal Area R-56
BOSTON REDEVELOPMENT AUTHORITY





REUSE PARCELS

JK — AUG 65

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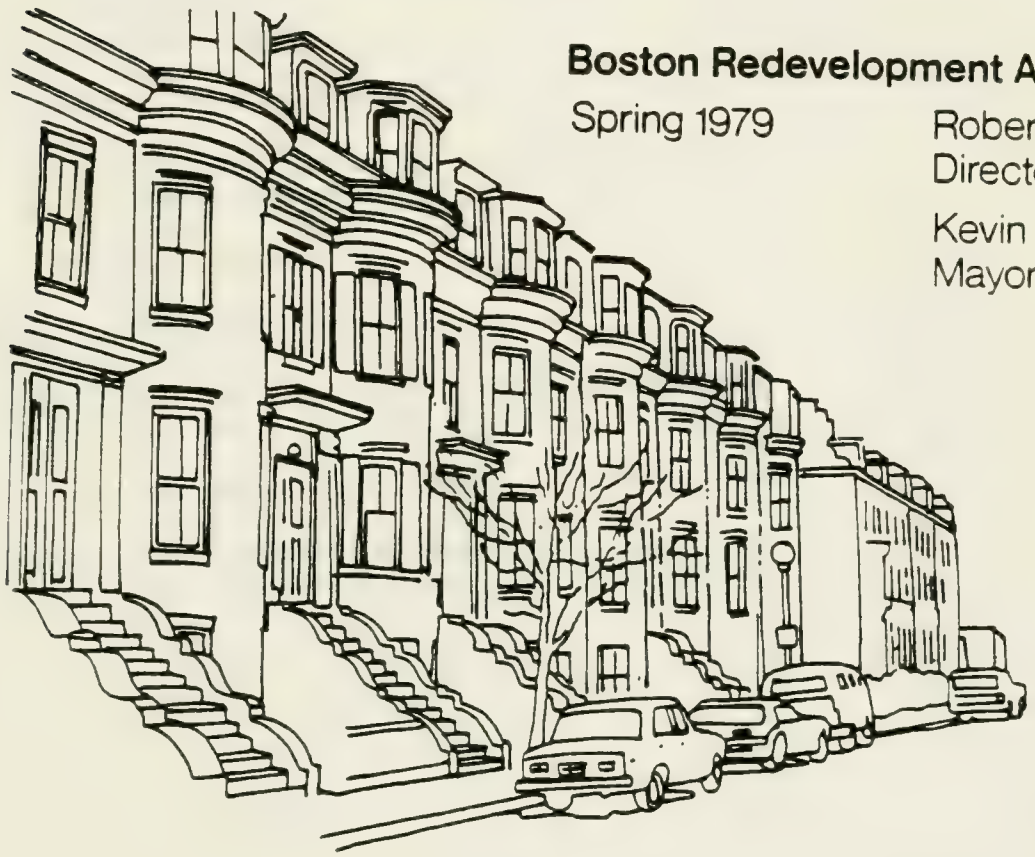
# South End Urban Renewal Area R-56

BOSTON REDEVELOPMENT AUTHORITY

Aigner™ LEGAL INDEX™ - EXHIBIT DIVIDERS

**Summary**
**Environmental Impact**
**Statement**

# *South End*
# Environmental Assessment




**Boston Redevelopment Authority**

Spring 1979

Robert J. Ryan
Director

Kevin H. White
Mayor

**Abt Associates Inc.**
**Cambridge, Massachusetts**

Skidmore, Owings & Merrill
Boston, Massachusetts

Real Properties Resources, Inc.
Jason M. Cortell and Associates

ACKNOWLEDGEMENTS

This is a summary of the full Environmental Impact Statement which was prepared by the following members of the consultant team:

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Jason M. Cortell and Associates

Participants from the Boston Redevelopment Authority were:

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## 1. BRIEF SUMMARY OF ENVIRONMENTAL EFFECTS

Status

(X) Draft ( ) Final Environmental Impact Statement

Subject

Financial Settment, South End Urban Renewal Project (Mass R-56) Boston, Massachusetts

Responsible Agency

City of Boston
Office of Federal Compliance
Boston, Massachusetts
(acting for U.S. Department of Housing and Urban Development, Boston Area Office, pursuant to Section 104 h of the Housing and Community Development Act of 1974, as amended)

Name of Action

(X) Administrative ( ) Legislative

Brief Description of Action:

The Boston Redevelopment Authority, in compliance with HUD's regulations (24 CFR Part 570.803), is undertaking a financial settlement of its remaining project activities in the South End Urban Renewal Project Area (R-56). The remaining activities to be carried out in the project fall into two categories:

(1) Properties to be Conveyed: There are 112 parcels of land created by the South End Urban Renewal Plan which remain to be conveyed for redevelopment. Of these, nineteen are considered major reuse parcels because of their significant size, the magnitude of impact of their possible development alternatives and the questions which exist in the community surrounding their possible reuses. This environmental assessment process has focused primarily on both the assessment of the impacts of alternative development of the preferred reuse alternative for each of these major parcels. All of these remaining renewal parcels will be conveyed in one of the following three ways. They may be conveyed subject to the controls and objectives of the Plan as modified. They may be entirely or partially deleted from planned acquisition for redevelopment by the Authority; or their planned reuse will be modified or altered prior to disposition for redevelopment. Of particular concern are the impacts of the proposed actions on the social and economic characteristics of the neighborhoods in the South End.

(2) Project Improvements: A significant balance of the planned project improvements remains to be done. The cost of completing this unfinished work has been estimated at $35 million. The Authority has allocated the remaining funds available to the project to a portion of these improvements. In addition funds will be sought from other sources to complete many of these planned activities. This assessment is concerned with the impacts of the completion, deferral or possible deletion of these remaining improvements.

## Summary of Environmental Impact and Adverse Environmental Effects

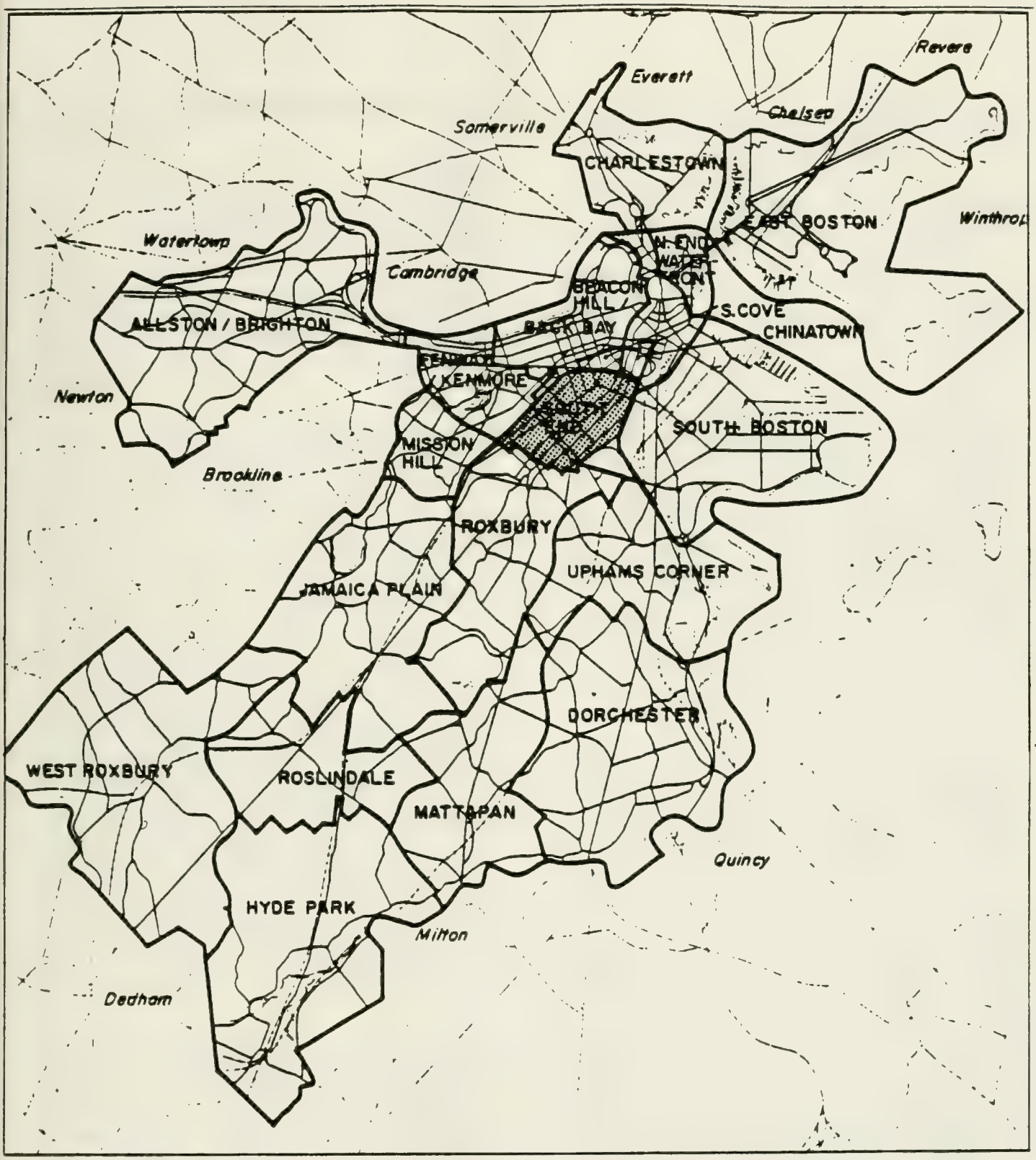
As a result of the implementation of the preferred reuse alternatives on the nineteen major reuse parcels of land, approximately 529 units of either new or rehabilitated housing will be constructed, along with 64,000 square feet of either new or rehabilitated industrial space and 177,000 square feet of either new or rehabilitated commercial space. The total value of this new private investment is estimated at $26.7 million. In addition 91,000 square feet of new park land will be added to the South End along with an addition of 64,000 square feet of new institutional space. These projects will generate $841,710 in annual property taxes and create approximately 837 new construction jobs and 347 new permanent jobs--177 in commercial establishments, 160 in industrial establishments and 10 in residential maintenance and management. This new development will have an overall beneficial effect on the community by providing jobs, expanding the city's tax base and expanding the supply of housing and open space for recreational purposes.

The principal adverse impacts of the proposed action include the possible displacement of up to 39 households and 42 businesses, along with the negative effects of both deleted and deferred planned public improvements. The total array of new developments which may result from urban renewal close-out activities as well as from other construction in and near the South End might marginally contribute to an existing trend of increasing housing costs in the area. This trend has historically resulted in associated displacement of households who are not able to compete in the rental housing market.

In order to mitigate these adverse impacts, efforts will be made to relocate displaced businesses and households within the South End if they so desire. Efforts will be made, where possible, to include deferred planned public improvements within other budgets. In order to mitigate the adverse impact of housing market pressures, efforts will be made to explore avenues for moderate income home ownership within the South End.

## Alternatives Considered

Each of the nineteen major reuse parcels which were assessed included between two and five possible alternatives. These alternatives involve different land uses (residential, commercial, industrial, recreational) and occasionally the delete/do not acquire alternative.




## City of Boston Planning Districts

South End

## 2. GOALS OF THE ASSESSMENT PROCESS AND METHODOLOGY

The South End is one of Boston's most interesting and best studied neighborhoods. It is perhaps the city's most cosmopolitan area, containing a diverse mix of ethnic and income groups. The neighborhood also contains one of the most ambitious urban renewal projects in the county, which encompasses over 600 acres and includes more than 200 parcels of land.

The neighborhood has undergone enormous change from its early days in the mid-nineteenth century as a genteel single family rowhouse community on newly filled land. In the late 1800s, the neighborhood became a working class district of roominghouses and tenements and an enclave for immigrants. It also developed a reputation as a saloon district. In the early and middle twentieth century, the South End experienced the problems associated with urban decay--loss of population and jobs, abandonment of buildings, decline of property values, and a rapid increase in the crime rate. More recently the South End has benefitted from revitalization, some of which has been renewal-related and some of which has resulted from private market forces. This activity has taken the form of new subsidized housing development for low and moderate income households and expensive rowhouse restoration for middle and upper income households.

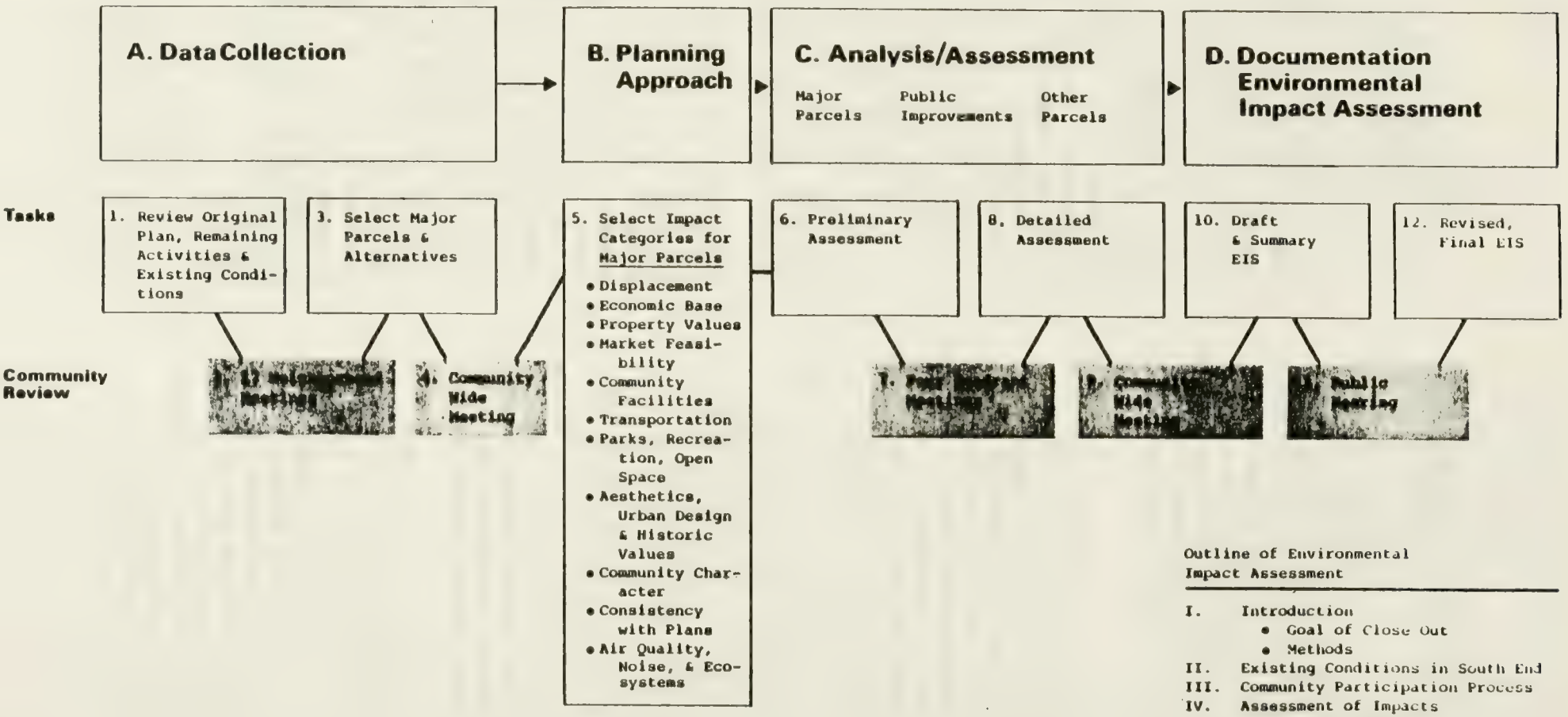
The South End today is an intricate inner-city neighborhood in which different population and income groups often have competing goals and interests. These characterstics have made the South End a challenging and difficult community to plan for. This fact confronted the planners who prepared the initial South End Urban Renewal Plan in the early 1960's. In order to achieve concensus on the goals and objectives of the original renewal plan an elaborate and lengthy community review process was undertaken in which numerous meetings were held with various interest groups throughout the neighborhoods.

The Boston Redevelopment Authority (BRA) is now required to arrive at a financial settlement for the South End Urban Renewal project with the Department of Housing and Urban Development (HUD). Financial settlement interpreted narrowly involves an evaluation of the remaining projects in order to allocate the project funds which remain. Financial settlement also involves an assessment of the environmental consequences of the financial settlement prior to completion of the project, including the deleting, or non-funding, of activities originally proposed in the Plan. The BRA has chosen to use the occasion of financial settlement as an opportunity to undertake a major review of the progress of the project during the past thirteen years, to assess the recommendation of the original renewal plan and to amend the plan as necessary in view of any new findings from the review.

This assessment process has involved a variety of activities. One important activity has been the preparation of an in-depth attitudinal and socio-economic survey of South End residents. This survey was undertaken by Concensus Inc., a consultant, in the summer of 1978. It sought answers to a number of questions concerning the characteristics and development preferences of South Enders. In addition, the BRA conducted an in-house review of housing issues in the South End. The issue of subsidized housing is clearly the most complex and controversial one in the South End. Following this review the BRA published a policy paper on the subject entitled Subsidized Housing in the South End (April 1978) which detailed its revised policies.

A third activity in this assessment is an environmental impact assessment of future development efforts, that is the topic of this document. The BRA, with the aid of consultants elected to reopen

## Study Process for South End Environmental Assessment




Outline of Environmental Impact Assessment

I. Introduction
   - Goal of Close Out
   - Methods

II. Existing Conditions in South End

III. Community Participation Process

IV. Assessment of Impacts
   - A. Major Parcels
   - B. Public Improvements
   - C. Other Parcels

V. Overall Assessments

the planning process by going back to the community in an effort to ascertain its needs and preferences. In light of the tremendous changes which the South End has experienced since 1965, it was felt that an extensive process was required to assess effectively the impacts of remaining urban renewal activities and future courses of action in the community. This effort concentrated on both the identification of impacts and the formulation of reuse alternatives for nineteen major land parcels in the South End. These parcels were selected both because of their large size and the numerous questions which surrounded their future usage. Also assessed were the impacts of different disposition strategies for the minor renewal parcels, as well as the identification and assessment of planned but not completed public improvements. This process lasted for approximately one year and involved nearly 30 community meetings on the neighborhood, quadrant and community wide level.

The impacts of financial settlement and alternative reuse strategies for nineteen major parcels were assessed in terms of the following ten categories.

- Displacement
- Economic base/employment
- Real estate market/property values and fiscal impacts
- Community facilities and services
- Transportation facilities
- Parks, recreation and open space
- Aesthetics, urban design and historic values
- Community character
- Consistency with plans
- Air quality, noise and ecosystems

The study design involved five phases. In the initial phase, the social and economic fabric of the South End was examined. This was followed by the definition of reuse alternatives for parcels of land and a preliminary assessment of the impacts of each alternative. During the next phase, a more detailed impact assessment was prepared which is contained in this draft document. Through the process, the views of the community were solicited, particularly on how the urban renewal parcels of land should be used in the future.

## PURPOSE OF FINANCIAL SETTLEMENT

The purpose of this document is to assess the impact of the Financial Settlement actions of the Boston Redevelopment Authority for its Urban Renewal Project in Boston's South End. The BRA has been required by the Department of Housing and Urban Development (HUD) to closeout its urban renewal program in this area of the city as it has done in each of the other urban renewal areas in Boston. Close-out does not mean that the BRA intends to terminate its redevelopment efforts in the South End. Financial settlement can best be viewed as a legal and accounting procedure in which all urban renewal agencies formally terminate the traditional urban renewal program. It involves settling all HUD loans and selectively designating new uses for urban renewal land parcels where the planned uses are either no longer feasible or desirable from a public policy viewpoint. Financial settlement in the South End also involves a comparison of the actual with the planned accomplishments of urban renewal during its thirteen year history. This review encompasses each of the major areas of renewal activity: including residential, commercial, and industrial development, construction of community facilities and public improvements and the provision of transportation services.

The BRA estimates that at least $35 million worth of urban renewal work remains to be done in the South End.

Because urban renewal funding has been sharply curtailed, not all of the activities approved by HUD in the original plan can be carried out. The City has been allocated approximately $12 million to complete top priority urban renewal projects throughout the city. Because of this limitation of funds, only a portion of the originally envisioned projects in the South End can be completed as part of financial settlement.

Following this review the BRA must then decide which of the planned activities it wishes to complete, which are appropriate for deletion and which should be undertaken by other programs and/or other agencies. The BRA must also designate alternative uses for major urban renewal parcels either because the planned use is no longer contemplated or because the designated developer has not carried out the project.

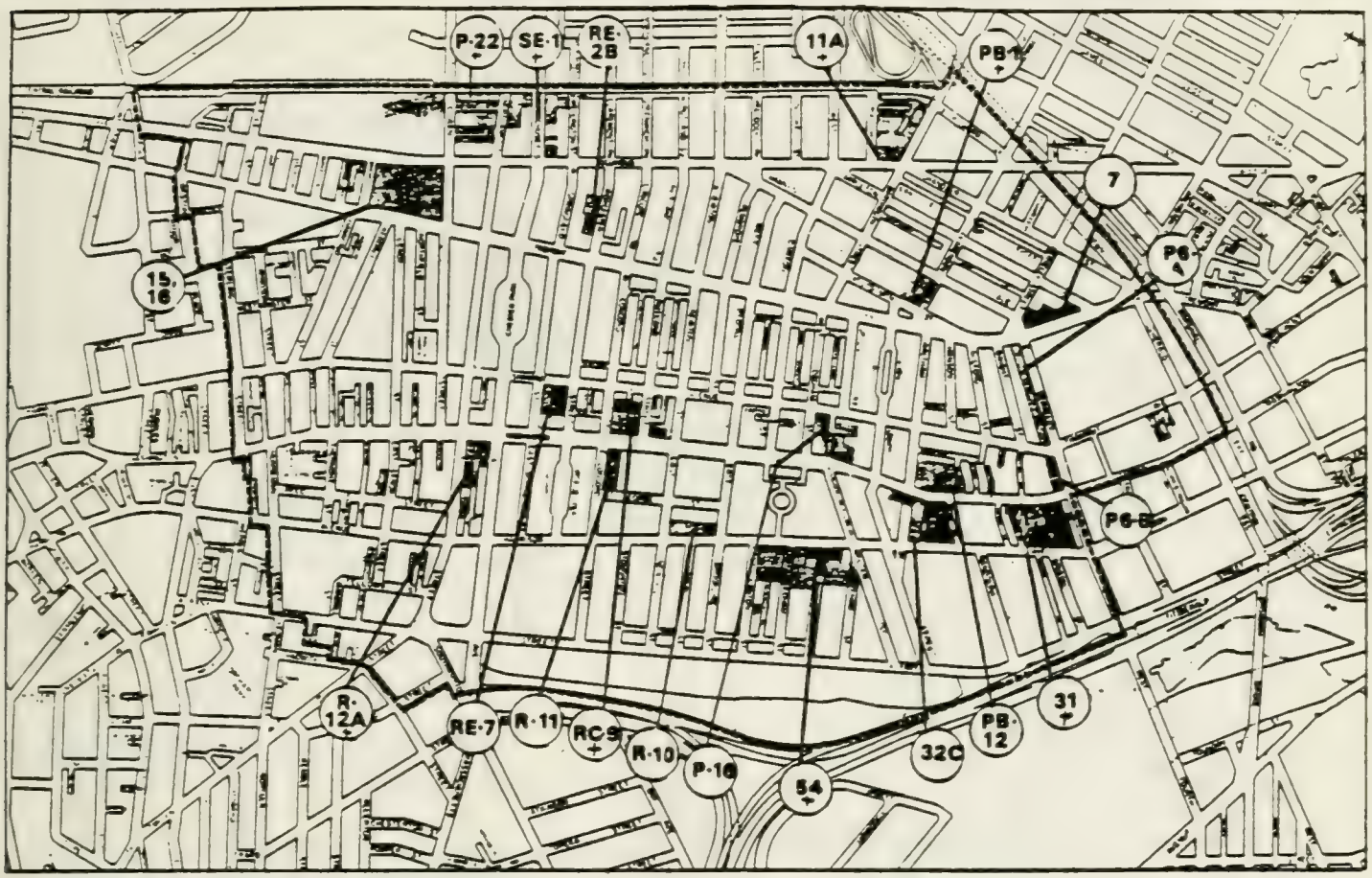
## THE SUMMARY ASSESSMENT

This summary document presents the major findings of the South End Environmental Assessment which was undertaken by the Boston Redevelopment Authority and consultants for the purpose of assessing the impact of the completion of remaining urban renewal activities in the South End. This document is a short version of the larger South End Environmental Assessment Environmental Impact Statement which was issued in draft form in March, 1979. As a summary document certain sections of the full document have been excluded and other sections have been abbreviated. The sections which have been deleted are the baseline sections which describe historical trends and existing conditions in the South End and Urban Renewal goals and accomplishments. These include the following sections:

- History of the South End
- The Community Participation Process
- Socioeconomic and Demographic Profil
- Locational Setting and Existing Land
- Parks, Recreation, and Open Space
- Community Facilities and Services
- Historic Resources and Urban Design
- The Physical Environment
- Transportation
- Housing
- Commercial and Industrial Developmen

In the larger document the possible reuse alternatives for the nineteen major parcels are identified in detail. The methodologies employed in the detailed impact assessment are presented as are more detailed data on both the existing status of the reuse parcels and the impacts which their possible reuse might create across each of the specific categories of impact. The larger document also presents information concerning the impacts of disposition alternatives for the minor reuse parcels, and the aggregate impacts of public improvement strategies after Urban Renewal Close Out is accomplished. The larger E.I.S. includes a market feasibility assessment of alternative development strategies for the nineteen major parcels.

## 3. LOCATION AND DESCRIPTION OF MAJOR PARCELS AND ALTERNATIVE DEVELOPMENT ACTIONS




## *Major Parcels*

QUADRANT ONE

New Carter School Site
15, 16

Existing Carter School Site
P-22, PB-4, 58, SE-95

Existing Buildings on Mass. Ave.
SE-1, SE-46, SE-47, RR-82, RR-67, SE-43, SE-44, SE-45, SE-18, SE-20, SE-21, SE-22, SE-23

Infill Housing
RE-28

QUADRANT TWO

Tent City Site
11A, 11B

BRA Site Office/Baptist Church
PB-1, SE74-77

Victory Gardens
P6-A

Franklin Institute
7

QUADRANT THREE

Harrison/E. Dedham Site
54, 54A

First National Site
P-16

Rollins St. Site
32C

Hub Motors Site
PB-12

Harry the Greek Block
P6-B

Washington/Laconia St. Site
31, 31B, 31A-2

QUADRANT FOUR

Northampton and Washington Site
R-12A, R-12B, 336

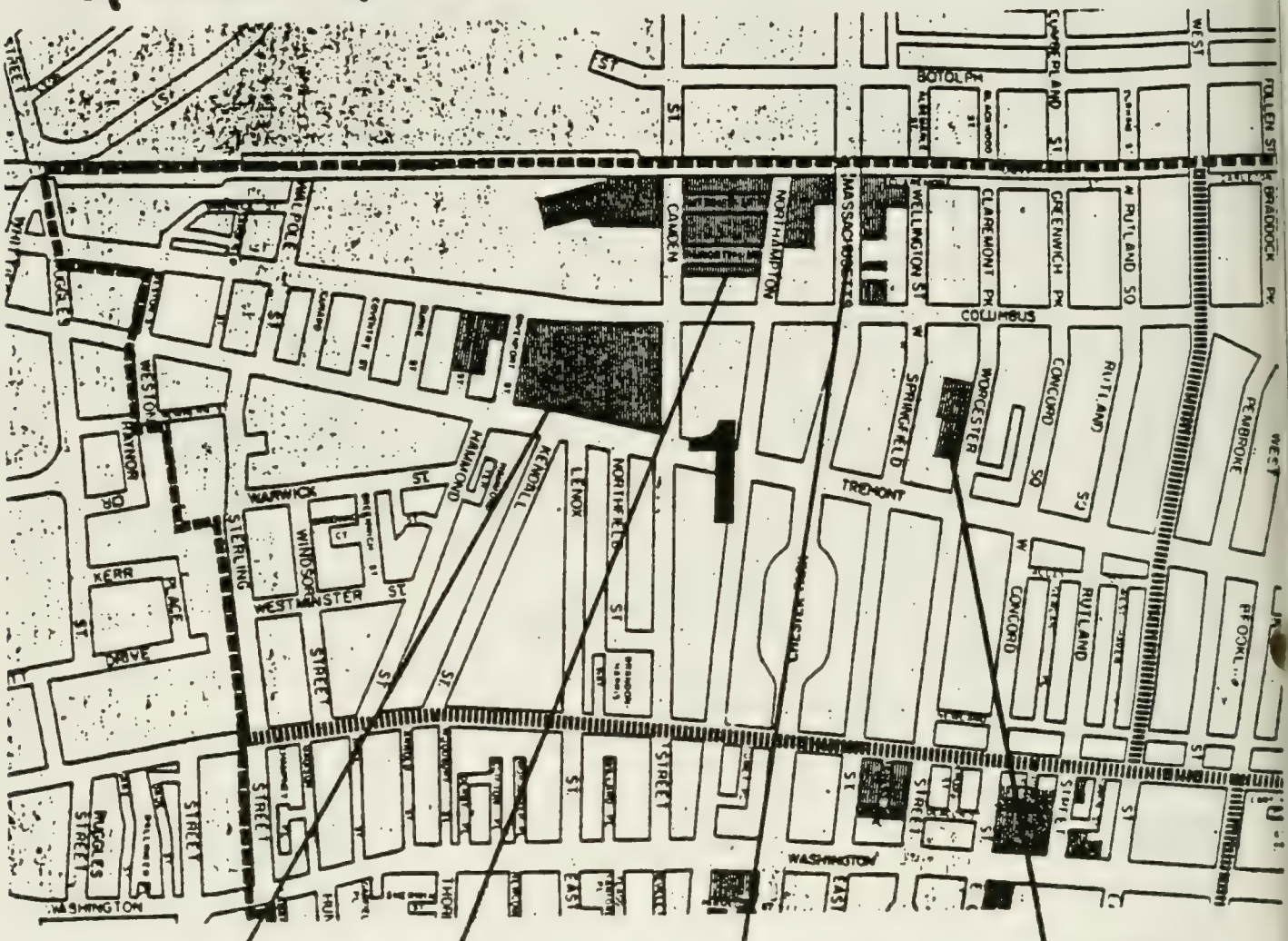
Infill Housing
RE-7

MacDonald Warehouse
R-11

Rutland and Washington Site
RC-9, 30, RD-60

Bates School Site
R-10

# QUADRANT: 1




NEW CARTER SCHOOL SITE
15, 16

EXISTING CARTER SCHOOL SITE
P-22, FD-9, 50, SE-99

EXISTING BUILDINGS ON MASS AVE
SE-1, SE-46, SE-47,
RR-02, RR-67
SE-43, SE-44, SE-45
SE-18, SE-20, SE-21,
SE-22, SE-29

INFILL HOUSING
RE-25

MAJOR PARCEL ALTERNATIVES BY QUADRANT

QUADRANT #1
(West of Washington, South of West Newton)

## NEW CARTER SCHOOL SITE

Location:
Columbus, Tremont, Camden, Davenport
Parcels: 15 and 16

ALTERNATIVE LAND USES CONSIDERED:
1. New Carter School use (current designation)
2. Mixed use commercial
3. Industrial
4. New residential

BRA PREFERRED ALTERNATIVE
The Commercial alternative is preferred because of its market feasibility, its employment and tax generation benefits, and its lack of serious negative impacts. Potential noise and air pollution problems could be mitigated by a scaled down development of approximately 65,000 sq. ft. The commercial alternative is consistent with the existing residential and commercial character of Columbus and Tremont Streets.

## EXISTING CARTER SCHOOL SITE

Location:
Columbus, Camden, Northampton
Parcels: P-22, PB-4, 58, SE-95

ALTERNATIVE LAND USES CONSIDERED
1. PB-4,P-22 School reconstruction
   SE-95 Park use
   58 Sale to abutters
2. SE-95 Relocation of Carter Center
   PB-4,P-22 and Parking
   58

BRA PREFERRED ALTERNATIVE
Park use on SE-95/school reconstruction on PB-4, P-22/and park use on Parcel 58 is the preferred alternative. This would involve acquisition of SE-94 and Parcel 58 by the MBTA as part of the Orange Line reconstruction and development of a linear park along the tracks. The MBTA would also reconconstruct portions of the Carter School further east on the site. This alternative would provide area residents with needed recreational resources with costs carried largely by federal and state sources.

## EXISTING BUILDINGS ON MASS AVE.

Railroad to Columbus

Location and Parcels:
424-434 Mass Ave. (SE-1, SE-46, SE-47)
575-571 Columbus (RR-82, RR-67)
402-412 Mass Ave. (SE-43, SE-44, SE-45)
32 Wellington (SE-18)
Adjacent to RR Tracks (SE-20, SE-21)
397 and 395 Mass Ave. (SE-22, SE-23)

ALTERNATIVE LAND USES CONSIDERED
1. Residential Rehabilitation
2. First floor commercial, residential above
3. Commercial and office use

BRA PREFERRED ALTERNATIVE
Rehab. residential with limited ground floor commercial is the preferred alternative. Limited ground floor commercial may be desirable in order to avoid the dislocation of existing businesses. However, gross floor areas for ground floor commercial should be reduced in order to allow for separate entrances.

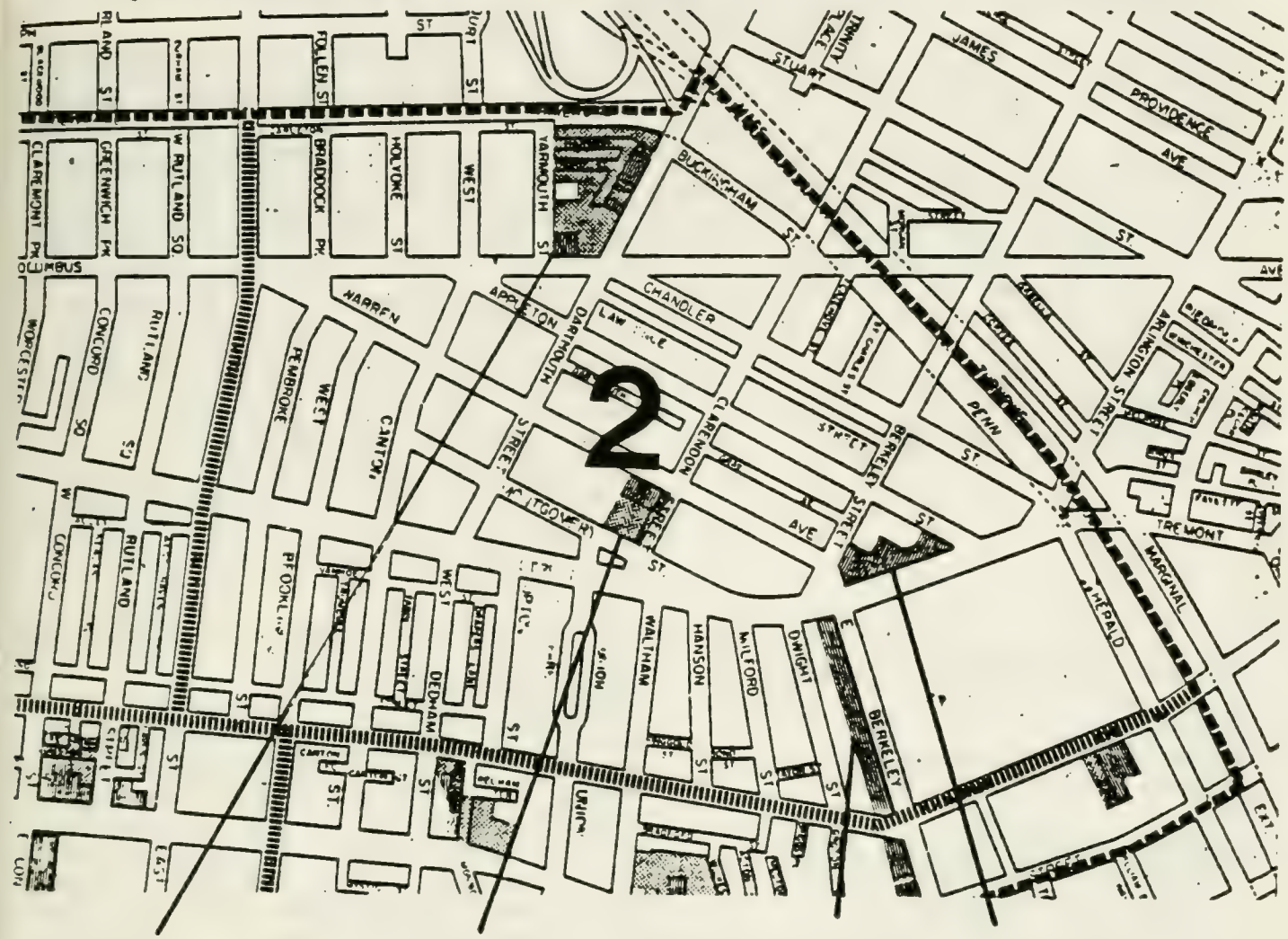
## INFILL HOUSING

Location:
108-138 Worcester Street
Parcel: RE-2B

ALTERNATIVE LAND USES CONSIDERED
1. New residential
2. Open space/recreation

BRA PREFERRED ALTERNATIVE
New Residential is the recommended alternative for the site. New market rate housing has recently become economically feasible in inner city areas such as the South End. The site lends itself well to such usage, with net fiscal benefits accruing to the city. In order to accommodate space for private gardens and off-street parking, a scaled-down development of perhaps 20 units may be desirable.

# QUADRANT: 2




TENT CITY SITE
IIA, IID

BRA SITE OFFICE/
BAPTIST CHURCH
PB-1, SE74-77

VICTORY GARDENS
PG-A

FRANKLIN INSTITUTE
7

QUADRANT #2
(North of West Newton, West of Shawmut)

## TENT CITY SITE

Location:
Columbus, Dartmouth, Yarmouth
Parcels: 11A and 11B

ALTERNATIVE LAND USES CONSIDERED
Parcel 11A -
1. Residential rehabilitation
2. Residential and commercial rehabilitation

Parcel 11B -
1. New residential
2. Rehabilitation of existing buildings and new residential
3. Residential/commercial mix

BRA PREFERRED ALTERNATIVE
11A - Rehab Residential/Ground Floor Commercial - is the BRA preferred alternative. The square footage of ground floor commercial may need to be reduced to accommodate separate entrances. Rehab preserves the urban design value of existing buildings.
11B - New Residential/Ground Floor Commercial - is preferred by the BRA. The integration of existing buildings imposes too many site design constraints to justify their inclusion. A rather intensive 250 unit residential development is achievable through BRA full site acquisition and assemblage. The fiscal and economic benefits of a development of that magnitude can offset the costs of land acquisition, relocation and land write-down. The final decision on retention or demolition of the existing buildings will however await final developer plans.

## BRA SITE OFFICE/BAPTIST CHURCH

Location:
Clarendon, Montgomery, Warren
Parcels: PB-1, SE 74-77

ALTERNATIVE LAND USES CONSIDERED
1. Residential/commercial rehabilitation (delete Church)
2. Residential rehabilitation (delete Church)

BRA PREFERRED ALTERNATIVE
Residential Rehab, deleting the church from acquisition plans, is the preferred alternative. Several factors detract from retail development on the site including probable competitive development at Tent City, vehicular access problems if street closings go into effect, and potential conflict between ground floor commercial and upper story residential uses.

## VICTORY GARDENS

Location:
E. Berkeley, Tremont to Shawmut
Parcels: P6-A

ALTERNATIVE LAND USES CONSIDERED
1. Victory garden with improvements
2. New residential

BRA PREFERRED ALTERNATIVE
In this case the preferred alternative is a combination of the two as both new housing and continued gardens are deemed desirable on the site. In order to accomplish this, new housing could be constructed at both ends of the parcel thereby utilizing valuable frontage on Tremont St. and Shawmut Ave. This would further contribute to visual continuity on those important arterial streets.

Permanent gardens with improvements such as fencing would occupy the middle portion of this parcel. Depending upon final development plans, housing would occupy from 30-50% of the site with the balance remaining community gardens

## FRANKLIN INSTITUTE LOT

Location:
Tremont, Berkeley, Appleton
Parcel: 7

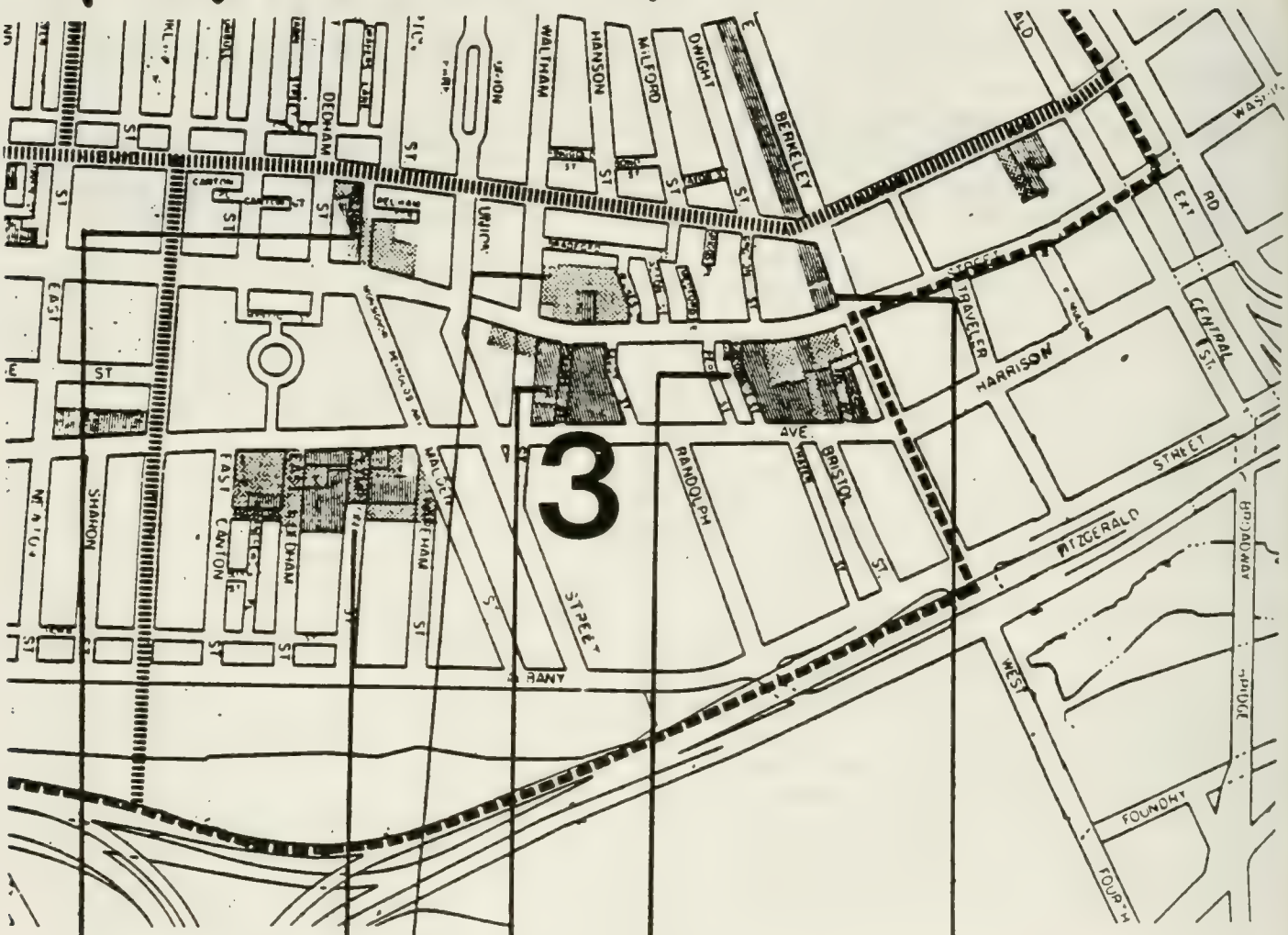
ALTERNATIVE LAND USES CONSIDERED

1. Institutional use - Franklin Institute Expansion
2. Parking - surface or structure
3. Retail commercial

BRA PREFERRED ALTERNATIVE

Institutional Expansion is the preferred alternative. Plans which the Franklin Institute has submitted should result in an enhancement of the area by relocating auto mechanics classes from streets and surface lots to a partially underground, extensively landscaped building. This facility will further provide some campus-like common areas for students to congregate.

# QUADRANT: 3


3
HARRISON/E. DEDHAM
SITE 34, 34A
ROLLINS ST. SITE
32C
HARRY THE GREEK BLOCK
PB-B
FIRST NATIONAL SITE
R-16
HUB MOTORS SITE
PB-12
WASHINGTON/LACONIA
ST. SITE 31, 31B, 31A-2

QUADRANT #3
(East of Shawmut, North of East Brookline Street)

## FIRST NATIONAL SITE

Location:
Washington, Shawmut, Pelham Street
Parcels: P-16

ALTERNATIVE LAND USES CONSIDERED
1. Plan designation to IBA (New residential/new commercial)
2. Delete commercial structures on Washington Street

BRA PREFERRED ALTERNATIVE
Delete/Do Not Acquire is the BRA's preferred alternative. The previous justification of acquisition of the building and demolition was for facilitation of IBA Phase II. Since IBA has dropped plans for the Washington St. portion of the parcel, acquisition and demolition of these buildings is not judged necessary. Deletion should encourage private investment in the improvement of these structures.

## HARRISON/E.DEDHAM SITE

Location:
Harrison, Wareham to Canton
Parcels: 54, 54a

ALTERNATIVE LAND USES CONSIDERED
1. Plan designation for new residential
2. Industrial

BRA PREFERRED ALTERNATIVE
Industrial use is the BRA's preferred alternative. This is consistent with the policy of maintaining industrial/institutional uses east of Harrison and the desire by many community groups to develop more employment opportunities. This parcel also provides one of the few large tracts of land which could accommodate a large developer for either expansion of existing small businesses or introduction of a new industrial use.

## HUB MOTORS SITE

Location:
Washington and Waltham
Parcels: PB-12

ALTERNATIVE LAND USES CONSIDERED
1. New commercial
2. Rehab commercial
3. New residential
4. Delete, do not acquire

BRA PREFERRED ALTERNATIVE
Delete/do not acquire is the preferred alternative. Although under-utilized at present, this site would be costly to acquire. The severe limitations of remaining urban renewal funds means that other more important activities would not be completed if acquisition of this parcel were to be accomplished. No pressing need to assemble this site has been demonstrated and the expenditure of funds is therefore not warranted.

## ROLLINS ST. SITE

Location:
Washington to Harrison, Savoy to Waltham
Parcel: 32C

ALTERNATIVE LAND USES CONSIDERED
1. Athletic Field
2. Commercial and industrial

BRA PREFERRED ALTERNATIVE
Small Scale Commercial and/or Industrial - Either retail or industrial or a combination of each is the BRA's preferred alternative for the site. The recreational alternative is judged less desirable in view of the proximity of the site to the Rotch Playground and Peter's Park, both of which adequately serve existing residential populations.

## WASHINGTON/LACONIA ST. SITE

Location:
Washington to Harrison,
near E. Berkeley

Parcels: 31, 31B, 31A-2

ALTERNATIVE LAND USES CONSIDERED
1. Combined rehabilitated and new commercial and industrial uses
2. New commercial uses
3. New industrial uses

BRA PREFERRED ALTERNATIVE
Combined Rehab and New Commercial/Industrial is recommended for several reasons. Alternatives 2 and 3 would result in significant social and economic costs resulting from the displacement of 13 businesses and demolition activities. The probable new development on the site would be far less intensive than that which is now existing. Selective acquisition and clearance or rehabilitation would increase the economic viability of existing and new commercial and industrial uses on the site, and would increase both employment and tax revenues collected from the parcel. Selective acquisition would also enhance development prospects with a minimum expenditure of dwindling urban renewal funds.

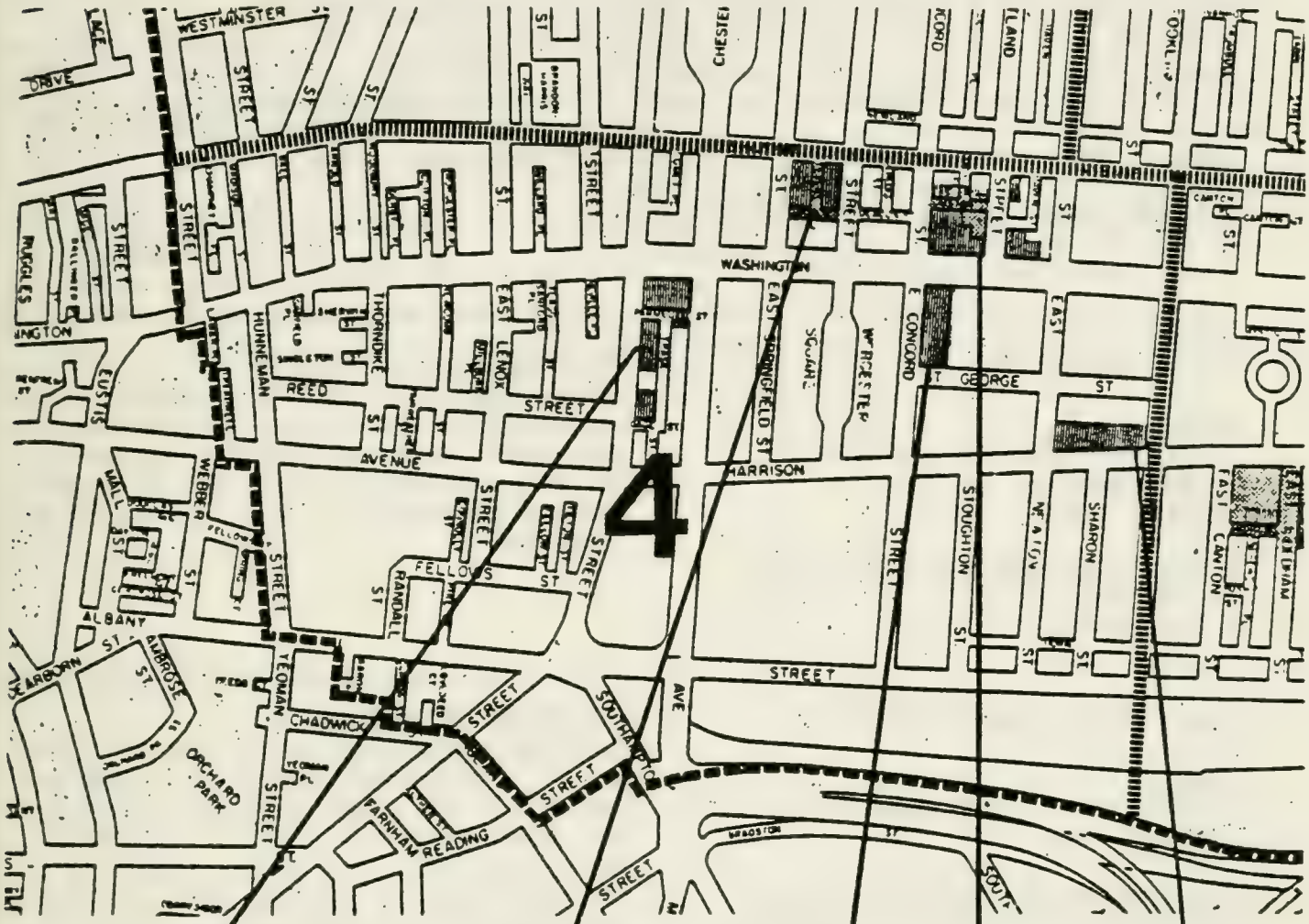
## HARRY THE GREEK BLOCK

Location:
E. Berkeley, Shawmut, Washington
Parcels: P6-B

ALTERNATIVE LAND USES CONSIDERED
1. Rehab residential
2. Rehab Residential Ground Floor Commercial

BRA PREFERRED ALTERNATIVE
Rehab Residential/Commercial is the preferred alternative for the parcel in view of both developer interest and the desirability of maintaining mixed uses.

# QUADRANT: 4




NORTHAMPTON AND WASHINGTON SITE
R-12A, R-12B, 336

INFILL HOUSING
RL-7

MACDONALD WAREHOUSE
R-11

RUTLAND AND WASHINGTON SITE
RL-9, 30, RD-60

BATES SCHOOL SITE
R-10

QUADRANT #4
(South of E. Brookline and East of Shawmut)

## NORTHAMPTON & WASHINGTON SITE

Location:
Northampton and Washington to Mass. Ave.
Parcels: R-12A, R-12B, 33b

ALTERNATIVE LAND USES CONSIDERED
1. New commercial
2. New commercial/residential mix

BRA PREFERRED ALTERNATIVE
New Commercial is the recommended alternative. This usage is consistent with the character of the area and with the replacement transit service planned for Washington St.

## INFILL HOUSING

Location:
Shawmut, West Springfield to Worcester
Parcels: RE-7

ALTERNATIVE LAND USES CONSIDERED
1. New park
2. New housing

BRA PREFERRED ALTERNATIVE
Recreational (New Park Development) is the preferred BRA alternative in view of the open space needs expressed by residents and the under-served nature of this portion of the South End with respect to such resources.

## MacDONALD WAREHOUSE

Location:
Washington and E. Concord
Parcels: R-11

ALTERNATIVE LAND USES CONSIDERED
1. Rehabilitation and new residential units
2. Rehabilitation for new residential units, parking, and open space

BRA PREFERRED ALTERNATIVE
Rehab Residential is the preferred alternative. In recognition of the future potential of the vacant portion of the parcel near Washington St., several options will remain open including either temporary or permanent parking and open space with possible future new construction. The replacement service should encourage eventual development of the Washington St. side. In order to accomplish this two phase development, this parcel may have to be divided for designation purposes.

## RUTLAND & WASHINGTON SITE

Location:
1567-1631 Washington, Concord to West Newton
Parcels: RC-9, 30, RD-60

ALTERNATIVE LAND USES CONSIDERED
1. New residential
2. New commercial retail
3. Commercial/residential mix

BRA PREFERRED ALTERNATIVE
Commercial development is the recommended alternative in the near term. This is a major site, however, in which a number of uses, or even mix of uses, are compatible and attractive. Therefore the BRA will not foreclose the possibility of residential uses or a mixed commercial/residential development. It may be necessary to re-parcelize this site to achieve this development objective.

## BATES SCHOOL SITE

Location:
Harrison, E. Brookline to E. Newton
Parcel: R-10

ALTERNATIVE LAND USES CONSIDERED

1. Rehab residential
2. Rehab artist studios or professional offices
3. Rehab residential and new residential on vacant land
4. Rehab residential and recreational use on vacant land

BRA PREFERRED ALTERNATIVE

Rehab Residential for the Bates School and New Residential on the vacant land is the BRA preferred alternative. There is strong community support for this alternative as it accomplishes preservation goals. Because the new construction element may not be achievable in the near term, the recreation option for vacant land next to the Bates School should remain open as well. This would be compatible with a later residential use for the parcel.

## 4. LIKELY ACTIONS ON SMALLER PARCELS

For the purposes of this assessment the remaining renewal parcels were divided into two groups, major parcels and minor parcels. Minor parcels are those which were too small to require extensive study or were not of critical interest to a large number of residents in the South End. These minor parcels are however suited to an assessment by type.

Minor parcels can be grouped in several ways, according to ownership, BRA-owned, or scheduled for acquisition but not acquired; according to current use, such as vacant land or a building, either occupied or unoccupied. A full inventory of the minor parcels is listed in the environmental assessment. It includes the following data on each parcel: parcel number, location, neighborhood, size, ownership, development status, and permitted usage.

Grouping parcels together assists the BRA in formulating policies for the disposition of minor parcels, and should help involve the community in that decisionmaking process. For example, the BRA, with the community, might decide upon the sale of small BRA-owned vacant land to neighborhood associations for development as neighborhood owned and maintained pocket parks. The reuse alternatives listed below are intended as illustrations of both the types of minor parcels which require BRA action and the range of possible disposition alternatives.

| | |
|---|---|
| Parcel Type:<br>1: SCHEDULED FOR ACQUISITION/NOT ACQUIRED (building and/or land).<br><br>Reuse Alternatives:<br>a. Delete from plan/do not acquire.<br>b. Acquire for reuse. | Impacts/Issues:<br>In nearly all cases alternative a. Delete/do not acquire, will be selected. Throughout the South End numerous parcels exist which had been slated for acquisition in the Original Plan which are now no longer being considered. Deletion of such parcels will result in little impact apart from providing the current owners and users with a greater sense of security in those cases where planned investments in rehabilitation have been delayed pending a resolution of their acquisition status. |
| Parcel Type:<br>2: BRA-OWNED OCCUPIED BUILDINGS (residential, commercial, industrial)<br><br>Reuse Alternatives:<br>a. Sale to current occupants or others.<br>b. Displacement of current occupants to facilitate rehab or other reuse. | Impacts/Issues:<br>In nearly all cases alternative a. Sale to current occupants or others will be the alternative selected. In some cases the BRA acquired owner/occupied structures for reuse projects which have since been cancelled. In such cases an appropriate policy would be to offer the former owner an option to purchase. In such cases the disposition of the properties will facilitate private rehab activities and will return the properties to the tax roles. |

| Parcel Type: | Impacts/Issues: |
|---|---|
| 3: BRA-OWNED VACANT BUILDINGS (residential, commercial, industrial)<br><br>Reuse Alternatives:<br>a. Sale for Rehab/Reuse<br>b. Demolition and Sale for new construction | Alternative a. Sale for Rehab/Reuse will be the predominant disposition strategy. The sale of vacant structures for active use and rehabilitation will result in economic and social benefits to the community through the expansion of housing options, the generation of temporary and permanent employment and the generation of property taxes to the city. |
| Parcel Type:<br>4: BRA-OWNED VACANT LAND (small parcels)<br><br>Reuse Alternatives:<br>a. Sale to abutters<br>b. Other open space/community use | Impacts/Issues:<br>On those reuse parcels which are too small for development a limited number of options are possible. They could be sold to abutters for purposes such as rear yard extensions or off-street parking, or transferred to neighborhood organizations for community maintained vest-pocket parks or victory gardens. |
| Parcel Type:<br>5: BRA-OWNED VACANT LAND (large parcels)<br><br>Reuse Alternatives:<br>Disposition for new commercial, industrial or residential development<br>a. Immediate development<br>b. Land Bank for future development; interim use permitted | Impacts/Issues:<br>Large parcels could either be offered for immediate development or they could be land banked for future development and devoted to such interim uses as victory gardens or other open space. If interim uses are permitted maintenance procedures should be established in order to avoid blighting effects. Both immediate and future development could involve the generation of employment and other social and economic benefits. |

## INVENTORY OF MINOR PARCELS

Group 2 - Minor Parcels to be Reviewed With Community for Reuse

| Parcel # | Location | Neighborhood | Size (Sq. Ft.) | Current Usage | Ownership | Development Status | Permitted Usage |
|---|---|---|---|---|---|---|---|
| 14 | 985-1007 Tremont Street | United Neighbors | 12,600 | Vacant Lot | BRA | Undesignated parcel | Parking, Institutional. Original usage: Residential and Commercial |
| 14A | 985-1007 Tremont Street | United Neighbors | 4,900 | Vacant Lot | BRA | Designated developer | Parking & Institutional. Original usage: Residential and Commercial |
| 20 | Lenox-Kendall 908 Tremont St. | United Neighbors | 9,700 | Vacant lot (Victory Garden) | BRA | No developer interest when advertised twice. Poor subsoil conditions. | Commercial |
| 22A | 896-898 Tremont Street | United Neighbors | 4,692 | Vacant Lot (Victory Garden) | BRA | No designated developer | Residential with Ground Floor Commercial permitted |
| 23A | 922-948 Tremont Street | United Neighbors | 12,079 | Vacant Lot (Victory Garden) | BRA | No designated developer | Residential with ground floor commercial |
| 41D | 44-46 Fellows | United Neighbors | 11,218 | Vacant land | BRA | Tentative developer rescinded | Light industrial parking |
| 51A | 486 Albany St. | SEBA | 16,000 | Vacant land | BRA | No developer | Light Industrial |
| 51B | 486 Albany St. | SEBA | 30,300 | Vacant land | BRA | No developer | Light Industrial |

INVENTORY OF MINOR PARCELS

Group 2 - Minor Parcels to be Reviewed With Community for Reuse (Cont.)

| Parcel # | Location | Neighborhood | Size (Sq. Ft.) | Current Usage | Ownership | Development Status | Permitted Usage |
|---|---|---|---|---|---|---|---|
| 60 | 822-840 Tremont St. | United Neighbors | 3,726 | Vacant land | BRA | Tentative Developer | Commercial/ Institutional |
| R-8 | 609 Massachusetts Avenue | Chester Park | 1,690 | Vacant land | BRA | Designated Developer | Residential |
| R-13 | 37 E. Brookline Street | Worcester Square | 6,700 | Vacant land (Victory Garden) | BRA | No designated developer | Residential/ Institutional |
| R-13 | James St. (St. Georges) E. Newton, E. Brookline | Worcester Square | 6,034 | Vacant land (Victory Garden) | BRA | No designation | Residential/ Institutional |
| RC-6 | 219-225 Shawmut Ave. Dwight Street | 8 streets | 7,232 | Vacant Land | BRA | Designated several times with no plan execution | Residential/ Commercial |
| RC-7 | 255-293 Northampton Street | Claremont | 29,500 | Leased to Auto Body | BRA | Designated Developer | Industrial |
| RC-8 | 976-980 Tremont Street | United Neighbors | 4,279 | Infill Shell | HUD | No Designated Developer | Residential/ Ground Floor Commercial |
| RD-13 | 20-22 Clarendon St. | Ellis | 2,080 | Vacant Land (Victory Garden) | BRA | Tentative Designation Rescinded | Residential/ Commercial |
| RR-15 | 74-76 Rutland St. | ETC/IBA | 1,800 | Infill Shell | HUD | No Designated Developer | Residential/ Park Use/ Parking |

# INVENTORY OF MINOR PARCELS

Group 2 - Minor Parcels to be Reviewed With Community for Reuse (Cont.)

| Parcel # | Location | Neighborhood | Size (Sq. Ft.) | Current Usage | Ownership | Development Status | Permitted Usage |
|---|---|---|---|---|---|---|---|
| RR-26 | 33 Rutland St. | ETC/IBA | 1,150 | Vacant land | BRA | No Designation | Residential/ Park Use/ Parking |
| RR-29 | 34 Bradford St. | Bradford/ Shawmut | 940 | Vacant land | BRA | Tentative Designation | Residential/ Park Use/ Parking |
| RR-30A | 44 Bradford St. | Bradford/ Shawmut | 747 | Vacant land | BRA | No Designation | Residential/ Park Use/ Parking |
| RR-95 | 36 Hammond St. | United Neighbors | 1,928 | Vacant land | BRA | No Designation | Residential |
| RR-117 | 45 Thorndike St. | United Neighbors | 1,100 | Vacant buildings | BRA | No Designation | Residential/ Park Use |
| RR-118 | 47 Thorndike St. | United Neighbors | 1,100 | Vacant buildings | BRA | No Designation | Residential/ Park Use/ Parking |
| RR-119 | 375 Shawmut St. | ETC/IBA | | Vacant buildings | BRA | Designated Developer | Residential |
| RR-120 | 377 Shawmut St. | ETC/IBA | | Vacant buildings | BRA | Designated Developer | Residential |
| SE-13 | 1900 Washington St. | United Neighbors | | Leased building | BRA | No designation | Residential/ Commercial |

# INVENTORY OF MINOR PARCELS

Group 2 - Minor Parcels to be Reviewed With Community for Reuse (Cont.)

| Parcel # | Location | Neighborhood | Size (Sq. Ft.) | Current Usage | Ownership | Development Status | Permitted Usage |
|---|---|---|---|---|---|---|---|
| SE-53 | 611 Tremont St. | Ellis | 1,760 | Occupied Bldg. | BRA | No Designated Developer | Residential/ Commercial |
| SE-55 | 532 Tremont St. | 8 Streets | 1,700 | Building | BRA | Developer Designated | Residential/ Commercial |
| SE-68 | 593 Tremont St. | Ellis | | | BRA | Tentative Designation | |
| X-20A | 676 Shawmut Ave. Madison St. Ball St. | United Neighbors | 32,800 | Vacant land | BRA | No Designated Developer | Institutional |

Group 3 - Parcels Proposed for Deletion from Plan - Deletion will not affect achievement of renewal goals

| Parcel # | Location | Neighborhood | Size (Sq. Ft.) | Current Usage | Ownership | Development Status | Permitted Usage |
|---|---|---|---|---|---|---|---|
| 49C | 536-550 Harrison Ave. 31 Randolph St. | Bradford/ Shawmut | 11,000 | | MBTA | | Commercial |
| X-13 | 1075-1089 Tremont St. | United Neighbors | 45,500 | Vacant land | Partially Acquired (BRA) | Partial Use as R.O.W for Crosstown St. No Developer Designated for Remainder | Institutional/ Light Industrial |
| P-5 | 724-788 Columbus Ave. | United Neighbors | 7 parcels on 3 blocks | Partially Occupied | Mostly Private | Mostly Not Acquired | Park |
| 30A | 1432 Washington St. | United Neighbors | 2,807 | Vacant land | Not Acquired | Private Ownership | Commercial/ Office |

INVENTORY OF MINOR PARCELS

Group 3 - Parcels Proposed for Deletion from Plan - Deletion will not affect achievement of renewal goals (Cont.)

| Parcel # | Location | Neighborhood | Size (Sq. Ft.) | Current Usage | Ownership | Development Status | Permitted Usage |
|---|---|---|---|---|---|---|---|
| 33A | 687-697 Massachusetts Avenue | Worcester Square | 10,475 | Parking Lot | Partially Acquired (BRA) | No Designated Developer | Residential/ Commercial |
| PB-11 | Washington & Union Park St. | ETC/IBA | | Occupied buildings | Partially Acquired (BRA) | Had been designated to IBA | Institutional/ Commercial/ Residential |
| 44 | Northampton St. | United Neighbors | 7,000 | Occupied building | Private | No Designated Developer | Commercial |
| 53 | Fellows & Pike St. Albany St. | United Neighbors | 9,500 | Vacant land | Private | No Designated Developer | Light Industrial/ Parking |
| X-52A | Albany St. Massachusetts Ave. Southampton St. | SEBA | 29,981 | | E.D.I.C. | Designated Developer | Light Industrial/ Commerical |
| X-52-B | Albany St. Reading St. | SEBA | 110,000 | | E.D.I.C. | Designated Developer | Industrial |
| X-43-2 | Albany St. | SEBA | 4,680 | | E.D.I.C. | Designated Developer | Commerical |
| 49C,D&E | Albany/Harrison and Randolph | SEBA | 440,000 | MBTA Yards Rotch Playgrounds | MBTA/City of Boston | No Designated Developer | Commercial/Industrial Recreational |

Group 4- Minor Parcels with Development in Progress

| Parcel # | Location | Neighborhood | Size (Sq. Ft.) | Current Usage | Ownership | Development Status | Permitted Usage |
|---|---|---|---|---|---|---|---|
| 10 | 135 Dartmouth St. Buckingham St. | Ellis | 20,232 | Parking lot and 4 story building | Privately owned | Not Acquired | |
| Pb-3 | 360-380 Columbus Ave. (Frankie O'Day Block) | Ellis | 11 buildings vacant to be rehabilitated | | BRA | Deverlopers Selected | Residential |
| SE-57 | 1002-1004 Tremont St. | United Neighbors | 2,340 | Occupied building | BRA | Designated Developer | Residential/ Commercial |
| SE-86 | 365-369 Shawmut Ave. | ETC/IBA | | Vacant land | BRA | In process for IBA Phase II | Residential |
| 51A | 486 Albany St. | SEBA | 16,000 | Vacant land | BRA | No developer | Light Industrial |
| 51B | 486 Albany St. | SEBA | 30,300 | Vacant land | BRA | No developer | Light Industrial |
| X-52b | Albany St. Reading St. | SEBA | 110,000 | Vacant land | BRA | Designated Developer | Industrial |

## 5. AGGREGATE IMPACT ASSESSMENT AND MITIGATION MEASURES

As the next table shows, development contemplated will result in the construction of approximately 529 units of either new or rehab housing, approximately 64,000 square feet of either new or rehabilitated industrial space, and 177,000 square feet of either new or rehab commercial space. The total value of these new investments is estimated at $26.7 million. These are, of course, just the private investments contemplated on the nineteen major parcels. In addition, 91,000 square feet of new park land will be added along with an addition of 64,000 square feet of new institutional space at a cost of $0.8 million. These projects will generate $841,710 in annual property taxes and create approximately 837 new construction jobs and 347 new permanent jobs--177 in commercial establishments, 160 in industrial establishments and 10 in residential maintenance and management.

It should be mentioned that these estimates are based not upon firm development plans for the parcels but rather upon probable development scenarios which would result from the disposition of reuse parcels according to the preferred BRA alternatives indicated earlier. It should be noted that the impacts which can be anticipated from the new development will not occur simultaneously but rather will be spread out over a rather long period of time. Developments which have been rated as good in terms of market feasibility are likely to occur within a five year time period, while parcels with lower ratings, such as those along the Washington Street corridor, may not be developed for seven to ten years, depending upon the speed in which planned transit improvements take place. The market feasibility and scheduling of other developments will depend heavily upon other transportation improvements which are planned such as Columbus/Tremont Reconstruction, the Orange Line Location, and the Crosstown Street. Other related factors which are difficult to predict will weigh heavily upon both the intensity of development and its scheduling. These include conditions in the local and national economy which will affect interest rates and the development climate in Boston and the South End.

### DISPLACEMENT IMPACTS

The developments could involve the displacement of a maximum of 39 households and a maximum of 18 businesses. In view of the large number of reuse parcels of significant size, this scale of displacement is modest. Most of the reuse parcels consist either of vacant land or vacant buildings. The four parcels which involve significant levels of displacement are four which are mostly vacant but contain occupied buildings. These are the Tent City Site, which has a few remaining buildings, Rollins Street, which also has relatively few existing buildings, the Mass. Avenue Cluster and the Laconia/Washington site which involve limited takings. Most displaced businesses and households are entitled to the full benefits of the Uniform Relocation Act. However, one can assume that those displaced will incur some social and economic hardship due to the shortage of available low cost housing or commercial sites in the South End.

### HOUSING IMPACTS

The impact of the development contemplated by the preferred alternatives will result in the construction of approximately

## SUMMARY OF PREFERRED ALTERNATIVES

| Parcel | Residential | Industrial | Commercial (Retail & Office) | Other | Total Value of Private Investment | Maximum Displacement | Market Feasibility |
|---|---|---|---|---|---|---|---|
| Quadrant 1 | | | | | | | |
| New Carter School Site (15,16) | | | 65,000 SFGLA | | $2.7 million | | Moderate |
| | | | 10,000 SFGLA | | $1.9 million | 6 business | Moderate |
| Existing Buildings on Mass. Ave. | 47 units (rehab) | | | | | | |
| Existing Carter School Site | | | | School Relocation Open Space | N/A | | N/A |
| Infill Worcester St. (RE-2B) | 30 units (new) | | | | $1.3 million | 0 | Moderate |
| Quadrant 2 | | | | | | | |
| Franklin Institute (Lot 7) | | | | Institutional Expansion | $ .8 million | 0 | N/A |
| BRA Site Office (PB-1) | 22 units (rehab) | | | | $ .6 million | 0 | Good |
| Tent City (11A & 11B) | Up to 58 units/rehab<br>Up to 250 units/new | | Up to 6,000 SFGLA/rehab<br>Up to 20,000 SFGLA/new | | $11.4 million | 19 households<br>2 businesses | Moderate Housing<br>Good retai |
| Victory Gardens (P-6A) | 40 units (new) | | | | $1.7 million | 0 | Fair |

## SUMMARY OF PREFERRED ALTERNATIVES

| Parcel | Residential | Industrial | Commercial (Retail & Office) | Other | Total Value of Private Investment | Maximum Displacement | Market Feasibilit |
|---|---|---|---|---|---|---|---|
| Quadrant 3 | | | | | | | |
| First National Site (P-16) | DELETE/NOT TO BE ACQUIRED | | | | | | |
| Washington/ Laconia Sts. (Parcels: 31, 31B) | | 18,000 SF(rehab) | 20,000 SFGLA (rehab retail) | | $1.2 million | 3 businesses | Moderate Industrial Fair-Retai |
| Rollins St. Site (32C) | | 15,000SF (new) | 18,000 SFGLA (new) | | $1.1 million | 11 households 1 halfway house | Fair |
| Harrison/East Dedham (54,54A) | | 31,000SF | | | $ .6 million | 2 businesses | Fair |
| Hub Motors Site (PB-12) | DELETE/DO NOT ACQUIRE | | | | | | |
| Harry-the-Greek Block (P6-B) | 21 units (rehab) | | 5,000 SFGLA (rehab) | | $ .8 million | 2 businesses | Fair Residentia Moderate- Retail |

## SUMMARY OF PREFERRED ALTERNATIVES

| Parcel | Residential | Industrial | Commercial (Retail & Office) | Other | Total Value of Private Investment | Maximum Displacement | Market Feasibility |
|---|---|---|---|---|---|---|---|
| Quadrant 4 | | | | | $1.5 million | 8-9 households | Fair |
| Bates School Site (R-10) | 20 units/rehab<br>21 units/new | | | | | | |
| McDonald Warehouse R-11 | 20 units (rehab) | | | | $ .6 million | 0 | Moderate/ Rehab Resid. Fair/New Resid. |
| Rutland and Washington RC-9,30,RD-60 | | | 17,000 SFGLA (new) | | $ .7 million | 0 | Moderate Housing |
| Infill Housing Site (RE-7) | | | | New Park | N/A | 0 | N/A |
| Northhampton Washinton (R-12A,R-12B,33B) | | | 16,000 SFGLA (new) | | $ .6 million | 0 | Fair |
| Summary of Preferred Alternatives: | 529 units total<br>--188 rehab<br>--341 new construction | | 64,000 SF Industrial | 177,000 SFGLA Commercial Space | $26.7 million | 15 businesses<br>39 households | |
| Annual Property Taxes: | $339,990 | | $168,960 | $332,760 | | | |
| Permanent Employment | 7 | | 177 | 160 | | | |

529 new housing units, well over half of which will be located on the Tent City Site. Up to 132 of the new units may be subsidized with Section 8 rental subsidizes in accordance with BRA housing policies for the South End.[1] In view of the dispersed locations of these units and, with the exception of Tent City, their relatively small scale, it is doubtful that these developments will have a major influence on the South End housing market. By helping to expand the housing market these new develop ments should help alleviate the problems associated with a tightening housing markets. The total array of new develop-ments which may result from close-out activities as well as from other construc-tion in and near the South End might marginally contribute to an existing trend of increasing housing costs. These related developments include Copley Place, the relocation of the Orange Line and its replacement service and the Columbus/ Tremont Street improvements. These developments as a whole should further stimulate housing rehabilitation activities in the South End, a process which has historically resulted in associated displacement of households who are unable to compete in the rental market. The housing market is also heavily dependent on other factors such as prevailing interest rates, property taxes and the vitality of the local economy.

A group which is particularly vulnerable to these market pressures is middle income households. Low income households residing in subsidized developments are largely protected from these pressures because of the HUD rental subsidy programs. Middle income households who wish to remain in the South End are often not able to find housing due to the emergence of a two-tiered housing market. This market consists of renovat-ed luxury housing at the top of the spectrum and, increasingly, subsidized units at the lower end of the price spectrum.

Mitigation

In order to minimize the adverse effects of these trends several policy options are available to the BRA. One is the adoption of policies designed to expand avenues for middle income home ownership in the South End. Many of the sites studied in this assessment would lend themselves to a middle income home ownership program similar to that being developed on the Frankie O'Day Block. Examples of such sites are the Mass. Avenue Cluster and the BRA Site Office buildings on Clarendon Street. Both condominium or owner-occupied multi-unit buildings represent possibilities.

TRANSPORTATION IMPACTS

The developments contemplated will result in the generation of up to 5,675 new trips per day, and parking requirements of up to 811 spaces. These developments should not have a significantly adverse affect on existing transportation systems because the South End has one of the lowest automobile usage rates of Boston's neighborhoods, and the South End will soon benefit from major new transportation improvements as discussed earlier. The major source of traffic congestion in the South End is not generated from within the neighborhood but rather from outside by persons traveling through the South End, often between the Downtown and Back Bay and outlying residential areas. Commuter parking also impacts South End streets.

Mitigation

Solutions to these problems have been suggested. Efforts have been aimed at diverting through traffic around the South End and at discouraging it on residential streets. The planned construction of the Crosstown Street should provide some relief. The proposed Herald Street Extension would utilize the Orange Line embankment and serve as an extension of the Turnpike

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[1] The Boston Redevelopment Authority, Subsidized Housing in the South End, Second Printing Revised April 1978.

frontage road from Copley Square to the Southeast Expressway. This proposed new roadway would provide a remedy to the areas of the South End which are most seriously impacted by traffic congestion. Additional assistance to the parking problem could come through the extension of the resident parking sticker program in the South End. This program has been particularly effective in the impacted areas on Beacon Hill.

IMPACTS ON ECONOMIC BASE

It is estimated that as a result of new development on the 19 reuse parcels some 177 commercial jobs and some 160 Industrial jobs will be created. As mentioned earlier the South End currently is underserved by retail outlets. Consequently it can be assumed that a result of new retail opportunities in the South End, such as a major supermarket, South End residents will satisfy a higher percentage of their shopping needs within the neighborhood. Thus existing establishments in the Back Bay and Fenway areas may loose some South End business. In addition, some of the smaller less competitive outlets in the South End may loose patronage as newer larger enterprises open in the neighborhood and compete for their trade. This might be particularly true of small neighborhood-oriented convenience food markets and drug stores.

The opening of new retail establishments offers the opportunity for expanded employment within the South End. Retail establishments can often satisfy a high percentage of their work force needs with low skill workers, a group which constitutes part of South Ends unemployed. Expanded retailing in the South End should also benefit groups with mobility limitations such as the elderly, by providing a greater assortment of goods at a more convenient location and at a more competitive price. Local retail expansion in the South End can also be expected to benefit community cohesion and public safety by increasing street level pedestrian activity.

Expanded industrial activity in the South End can also be expected to provide new employment opportunities for unemployed and underemployed South End residents. As discussed previously the recent shift from manufacturing to service sector employment caused dislocation among the city's workforce. This is particularly true in the South End which had a proportionately large blue collar work force. New industrial employment opportunities are particularly important to this unemployed and underemployed segment of the South End work force (due to the limited levels of training typically required.) Groups which might particularly benefit from such employment are those with limited English speaking capabilities such as Hispanic and Chinese residents.

Mitigation

There are a number of mechanisms which could be employed to insure that a unemployed and underemployed South Ender receives priority in hiring for new jobs created by the various developments contemplated. Many of these approaches are to be followed in the development guidelines which were drafted for the Copley Place Development, and could be utilized with future South End developers and employers.[1] These include formulative developer and employer working relationships with groups engaged in manpower training and placement such as Boston CETA, EDIC, United South End Settlements (USES). Customized training programs for future labor needs could be established through subsidized training programs under CETA.

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[1] Massachusetts Office of State Planning, Copley Square Final Recommendations, September 22, 1977, p. 5.

Building maintenance and cleaning contracts might be developed between planned developments and South End tenant groups, such as that recently developed between the Hyatt-Regency in Cambridge and the Riverside-Cambridgeport Community Council.

COMMUNITY FACILITIES AND SERVICES IMPACTS

Implementation of the preferred alternatives for the major parcels will add residential, commercial, industrial and open space uses to the South End. The preferred alternatives will not significantly increase either the residential or employment population of the South End, and thus no new public facility or social service facilities would be needed to serve these new uses. The preferred alternatives include the renovation of the existing Carter School on P-22, and thus the school building, as well as its students and staff will not have to be relocated to another site.

The implementation of the preferred alternatives will result in two school sites originally proposed in the urban renewal plan, but now not considered necessary, being used for other purposes; the proposed Williams School on PB-12, on the site of Hub Motors, and the proposed New Carter School, on Parcel 15 and 16, now vacant land.

It is difficult at this time to adequately assess the impact which the possible development actions will have on public utilities such as sewer and water lines and streets and sidewalks. The detailed matrices which preceeded this section identified possible public improvements which may be needed to accomodate future development. The major question which currently surrounds planned but not completed public improvements is the availability of funding to accomplish these needed improvements from other sources. These sources include federal sources, such as HUD, EPA and Federal Highway, along with state and local sources. This issue is discussed in more detail at the end of this section.

PARKS, RECREATION AND OPEN SPACE

The preferred alternatives would add one new park, on the Infill Housing site at RE-7, and result in some additional recreational space being added to the Carter Playground, from the Existing Carter School Site. Open space along Washington Street, possibly only an interim use, would be added as part of the MacDonald Warehouse development. If the preferred alternatives are developed at the maximum practical levels as descibed in the feasibility study and not at the legal maximums, additional developed open space will be provided as setbacks, landscaping and parking for new or rehabed housing, commercial and industrial uses. The small increase in residential and employment population resulting from this new development will not significantly affect the use patterns or demands on the existing park facilities.

The implementation of the preferred alternatives on major parcels would eliminate small gardens on Parcels 30, 4, and PB-4, and a portion of a victory garden on P-6a. However, agreements between gardeners and future developers could permit the maintenance of the smaller gardens as part of the open space or landscaping adjacent to these new uses. In addition some of the minor parcels under study may become available to neighborhood associations for the establishment of new gardens, as part of the BRA's policy for disposition of minor parcels.

Other open space alternatives for major parcels which have been rejected as preferred alternatives are the planned playground at Mackey School on PB-1, which will remain along with the church and existing residential buildings;

the athletic field proposed on 32C, located across from the recently built Peters Park; and the park proposed for RE-2B, housing infill site.

IMPACTS ON HISTORIC AND URBAN DESIGN RESOURCES

The implementation of the preferred alternatives would add additional residential, commercial, industrial and open space uses to the South End in locations which are compatible with existing uses and with future plans for each area. For example, residential and open space uses are being recommended for those locations already residential, while local retail is being recommended for locations with existing retail or with potential for future retail as a result of planned development. All of the preferred alternatives are small or moderate scale projects, except the Tent City parcel and the New Carter School site, and thus these smaller projects would not have significant impact on the South End urban design character. In addition, several existing buildings recognized for their architectural interest and community values will be rehabilitated under the preferred alternatives, thus strengthening the existing urban character. These include the MacDonald Warehouse (R-11), the Bates School (R-10), part of the Tent City site (11-A), the Harry the Greek Block (P6-b), the BRA Site Office (PB-12) and the existing buildings on Massachusetts Avenue.

The financial settlement of the urban renewal project, since it is essentially a legal and accounting procedure between the City, the BRA and HUD, will have no effect on the South End National Register District or on any historic property located within the District. In addition, implementation of the preferred alternatives should not result in any adverse effect on the District. With the exception of four uncompleted infill housing structures, which are modern additions to the historic district and do not exhibit any of the qualitites which made the district eligible for National Register listing, no demolition is proposed within the South End Historic District. Existing buildings on four of the reuse parcels (RC-11, PB-1, 7 and Existing Buildings on Masachusetts Avenue Cluster), are proposed for rehabilitation, which will preserve their historic and architectural values. The four infill sites (RE-2B, RE-7, R-12A and RC-9), together with adjacent vacant land, are proposed for residential, commercial, or open space development of a scale compatibl with the existing surroundings. Two parcels (P-16 and PB-12) are recommended to be deleted from acquisition and development In compliance with Section 106 of the National Historic Preservation Act of 1966, a review of the financial settlement for determination of effect on the South End National Register properties has been initiated with the Massachusetts State Historic Preservation Officer.

Mitigation

In order to better guide the detailed plans for these parcels and mitigate impacts from private development outside the renewal process, two steps could be taken. First, a detailed urban design study of Washington Street should be undertaken in coordination with a study of economic development potentials there. Nine of the nineteen major parcels studied front on Washington Street and their development will have a major impact on its future. The selection of a transit mode in the Replacement Service Study should lead to the development of a comprehensive urban design and economic development plan for Washington Street.

A second step that can help mitigate development impacts on the design character of the South End would be the establishment of some formal community review process, as already suggested, that would involve residents and neighborhood associations in the review of schematic and final designs for these recommended projects. In addition, while developers are being selected or

transit improvements being completed, local residents could work out interim uses with the city and/or with developers. This review process also would be very important during the disposition of minor parcels, particularly when new construction or demolition of infill housing is planned. Such a review process could ensure that new uses of the minor parcels complement the design character of the street or neighborhood.

COMMUNITY CHARACTER

The implementation of the preferred alternatives on the nineteen major parcels will have a generally positive effect on the community character of the South End. Nearly all of the property under consideration for development is presently in inactive use, consisting either of vacant land or vacant buildings. Since these parcels exercise a blighting influence on the community in their current condition, their development should contribute positively toward enhancing the character of the community. The new development on the major parcels will provide other benefits to the community. These include an expansion of the housing stock, an expansion of available goods and services through new commercial development, and an expansion of employment opportunities for area residents in areas such as construction, retailing, manufacturing and the service sector. Community cohesion should benefit from new commercial activity and new residential population on formerly vacant or under-utilized areas within the community. Public safety should increase and the fear of crime should be reduced due to increased pedestrian activity in areas which were formerly vacant.

CONSISTENCY WITH PLANS

Implementing the preferred alternative is generally consistent with the plans of other agencies for either the South End or the areas adjacent to it. For example, the industrial developments proposed for major parcels to the east of Washington Street are consistent with the plans of both EDIC and those of the South End Business Association (SEBA)--specifically, EDIC's Economic Development Plan for the Crosstown Industrial Park (March 1977) and SEBA's A Report to the Office of the Mayor City of Boston (March 1978). The housing development proposed for the major parcels is consistent with the BRA's Housing Policy Statement as published in Subsidized Housing in the South End (September 1978). The planned developments are also consistent with the planned transportation improvements in the South End including the Relocation of the Orange Line and the Southwest Corridor Development. These developments are also consistent with the Columbus Avenue/ Tremont Street Reconstruction project and with the new Crosstown Street project.

The retail developments proposed for the Tent City Site (11-B) might be incompatible with planned new retail at Copley Place as discussed earlier. Similarly, retail development discussed for the New Carter School Site (16) might be incompatible with developments proposed for Southwest Corridor Development Parcel 18.

AIR QUALITY, NOISE AND ECOSYSTEMS IMPACTS

Many areas of the South End now register excessive levels of both carbon monoxide and noise. It is anticipated that the excessive levels of carbon monoxide will be brought within federal standards by 1985 with the implementation of the Federal Exhaust and Emission Control Standards. However, maximum intensity development on the following parcels could result in excessive levels of carbon monoxide emissions from vehicles:

the athletic field proposed on 32C, located across from the recently built Peters Park; and the park proposed for RE-2B, housing infill site.

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New Carter School Site (16)
Rollins Street Site (32C)
Washington/Laconia Street (31, 31B)
Northampton/Washington Street (R-12A)
Rutland/Washington St. (RC-9, 30, RD-60)

It is in part for this reason that a scaling down of the intensity of development is recommended. Such a scaling down would not only enable the preferred development alternatives to comply with air quality standards but would be consistent with the recommendations of both the transportation analysis and the market feasibility assessment.

Nine of the eleven noise monitoring stations in the South End currently report excessive levels of noise as measures of dBAs. The source of this noise is both vehicular traffic and rail transportation. Some remedy to this problem can be anticipated when the Washington Street El is removed and when the railroad service along the Penn-Central alignment is enclosed in a concrete structure. Many of the nineteen major parcels already exceed noise standards without development. However, maximum development on the following parcels could result in a significant change in existing noise levels:

New Carter School Site (16)
Rollins Street Site (32C)
Washington/Laconia Street (31, 31A)
Northampton/Washington Street (R-12A)

A scaling down in the intensity of development from the maximum allowed under the existing land use controls for the parcel would be needed in order to mitigate against a significant increase in noise levels resulting from developing the preferred alternatives on these sites.

Many of the major parcels considered for new housing development in this assessment are characterized by excessive levels of noise. One of the parcels with an excessively high noise level at present is the Tent City Site, Parcel 11-B. It is anticipated that the portion of the parcel nearest to the railroad tracts will continue to experience excessive levels of noise even after the proposed concrete shielding is constructed within the right-of-way.[1] Accordingly, the Environmental Impact Assessment (EIA) prepared for the parcel by the BRA suggests several mitigation measures to reduce noise levels in residential units. These include the installation of double-glazed windows which can reduce noise as much as 35 dBA, the construction of barrier walls, landscaping, building orientation and the location of bedrooms away from the major sources of noise.[2]

PRACTICAL MAXIMUM LEVELS OF INVESTMENT

As discussed previously, many of the major reuse parcels have both a maximum intensity of development allowed under law and a practical maximum which is a more realistic level of development which can typically be expected from a prudent investor. The table which follows, shows both the legal maximums, the maximums allowed under existing zoning, and the more practical levels of investment for various major development parcels reviewed in this assessment. Many of the housing parcels contain a range of level of investment due to the fact that densities in new residential developments can vary considerably due to the configuration of the proposed development. For example, new townhouse construction might either be built in single units or duplexes. This single figure should not be interpreted as implying that under certain design alternatives a less intensive development might not represent the practical maximum. In some cases, particularly under residential alternatives, the legal maximum was not included. This was done in cases where the difference between the legal maximum and the practical level of investment was not

[1] Boston Redevelopment Authority, Environmental Impact Assessment for Land Acquisition for Parcel 11-B, March 1977, p. 37.

[2] Ibid, p. 37.

PRACTICAL LEVELS OF INVESTMENT VERSUS LEGAL MAXIMUMS

| SITE | RESIDENTIAL | | INDUSTRIAL (Excluding equipment) | | COMMERCIAL (Retail and Office) | | OTHER |
|---|---|---|---|---|---|---|---|
| | Practical Level | Legal Maximum | Practical Level | Legal Maximum | Practical Level | Legal Maximum | |
| **Quandrant 1** | | | | | | | |
| 1. New Carter School Site (15,16) | 100 DU new | | 56,000 SF | 188,805 SF | 59,000 SFGLA<br>6,000 SFGLA<br>65,000 SFGLA | 188,805 SFGLA | School |
| 2. Existing Carter School Site | NA | | NA | | NA | | Open Space<br>School Use |
| 3. Existing Buildings on Mass. Avenue (cluster) | 47 or 68 DU rehab. | | NA | | 10,000 SFGLA (rehab)<br>Office alternate: (30,000 SF) | 13,000 SFGLA | NA |
| 4. 108-138 Worcester Street (RF-2S) | 18-30 DU (New) | 30 DU (New) | NA | | NA | | Open Space |
| **Quandrant 2** | | | | | | | |
| 1. Franklin Institute Lot (parcel 7) | NA | | NA | | 10,000 SFGLA | 62,040 or 31,040 SFGLA | Institutional or Parking |
| 2. BRA Site Office (PB-1) | 16 DU (rehab) or 22 DU (rehab) | | NA | | 8,000 SFGLA | 8,000 rehab | NA |
| 3. Teat City (Parcels 11A and 11B) | 58 DU (rehab)<br>250 units (new) | | NA | | 6,000 SFGLA (rehab)<br>20,000 SFGLA (new) | 6,150 SFGLA (rehab)<br>20,000 SFGLA (new) | NA |
| 4. Victory Gardens (P-6A) | 40 DU New | 40 DU New | NA | | NA | | Open Space |
| **Quadrant 3** | | | | | | | |
| 1. First National Site (P-16) | 80 DU new | | NA | | 28,099 retail | 28,099 retail | NA |
| 2. Washington/Laconia Sts. | NA | | 35,000 SF (new) | 235,460 SF (new) | 41,000 SFGLA retail alternate) (Office alternate): 75,000 SF | 235,460 SF (new) | NA |
| 3. Rollins Street Site (32C) | NA | | 30,000 SF | 102,564 SF | 36,000 SFGLA | 102,564 SFGLA | Open Space |
| 4. Harrison/East, Dedham (54,54A) | 100 DU new | | 31,000 SF | 114,272 SF | NA | | NA |
| 5. Rub Motors Site | 30-50 DU (new) | 60 DU (new) | NA | | 23,000 SF new or 29,687 SF rehab | 67,619 new or 29,687 SFGLA rehab | NA |
| 6. Harry-the-Greek Block | 21 DU or 28 DU rehab | | NA | | 5,000 SFGLA grd. fl. rehab | 7,700 SFGLA grd. fl. rehab | NA |
| **Quandrant 4** | | | | | | | |
| 1. Bates School Site | 20 DU rehab or 42 DU new | | NA | | NA (Office: 20,000 SF rehab) | | Open space |
| 2. McDonald Warehouse | 20 DU rehab or 64 DU rehab and new | | NA | | NA | | Open space |
| 3. Rutland and Washington (cluster) | 40-60 DU new | | NA | | 60,000 SFGLA | 17,000 SFGLA | NA |
| 4. Infill Housing Site (RE-7) | 20-30 DU new | 30 DU new | NA | | NA | | Open space |
| 5. Northampton and Washington (cluster) | 28 DU new | 34 DU new | NA | | 15,000 SFGLA | 94,313 SFGLA | Open space |

Key: SF - Square feet
SFGLA - Square feet gross leasable area
DU - Development unit

an issue in this assessment either from a community, a BRA or a market feasibility point of view. Examples of such cases include existing buildings proposed for residential rehabilitation. In such cases the legal maximum assumes new construction, a possibility not considered. Practical maximums versus legal maximums were also not considered on some parcels which were judged as poor in market feasibility for residential reuse, or in cases in which a specific number of units was assumed as an established parameter in the assessment.

## 6. PUBLIC IMPROVEMENT ACTIONS

This section of the environmental assessment covers the impacts associated with completion or non-completion of those public improvements called for in the Urban Renewal Plan. The four systems under discussion are:

1 street paving and sidewalks
2 street lighting
3 water lines
4 sewer and drains

Because of the severe curtailment of urban renewal funds, not all of the improvements to these systems will be able to be carried out by the BRA as originally expected. The BRA has categorized the remaining incomplete public improvements into three groups:

a. "Not Built; Funding Approved, Funding Applied for or Funding Application in Progress"
   Those activities for which the Authority already has committed funds or funding applications are in progress.

b. "Funds to be Sought"
   Those activities which the Authority deems necessary and achieveable, and for which the Authority will seek funding other than urban renewal.

c. "To be Deferred or Deleted"
   Those activities which, though desirable, can be deferred to a future time or to another agency and those which can be deleted altogether without creating undue adverse effects upon the neighborhood.

A variety of sources are available to meet the needs of projects in the category of "funds to be sought". Among others, the BRA can seek funds from the Federal Highway Administration (FHWA) for street reconstruction and lighting, from the U.S. Environmental Protection Agency (EPA) for waterline, sewer and drain reconstruction and from the U.S. Department of Housing and Urban Development (HUD) Urgent Needs and Community Development Block Grant funds for a variety of public improvements.

A full list of specific projects to be funded or to be deferred or deleted follows. The environmental assessment includes a detailed discussion of the impacts of this strategy and four illustrative maps.

STREET AND SIDEWALK RECONSTRUCTION - To Be Deferred or Deleted

West Newton, Railroad tracks to Columbus
Northampton, Columbus to Tremont
Camden, Columbus to Tremont
Davenport, Columbus to Tremont
Burke, Columbus to Tremont
Coventry, Columbus to Tremont
Cunard, Columbus to Tremont
Walpole, Columbus to Tremont

Perry, Washington to Harrison
Savoy, Washington to Harrison

Trask, Washington to Harrison
East Lenox, Washington to Albany
Newcomb, Washington to Harrison
Thorndike, Washington to Harrison
Alley 710, Washington to Harrison
Parmalee, Massachusetts Avenue to Northampton

Randolph, Harrison to Albany
East Dedham, Harrison to Albany
East Brookline,, Harrison to Albany
East Newton, Harrison to Albany
East Concord St., Harrison to Albany
Fellows St., Randall to Northampton
Randall St., Fellows to Albany
Andrews St., East Dedham to East Canton

STREET LIGHTING - Not Built, Funding Application in Progress

IBA Loop Streets, Paseo Aguadilla and Paseo San Juan

STREET LIGHTING - Funds to be Sought

None

STREET LIGHTING - To Be Deferred or Deleted

Camden, Railroad to Columbus
Newland Place, Alley 707 to Newland
West Haven, Alley 707 to Newland

Ball, Shawmut to Washington

Perry, Washington to Harrison
Savoy, Washington to Harrison

Trask, Parmalee to Harrison
Parmalee, Massachusetts Ave. to Northampton

Newcomb, Washington to Harrison

E. Berkeley, Harrison to Albany
Randolph, Harrison to Albany

East Lenox, Washington to Harrison
Newcomb, Washington to Harrison
Thorndike, Washington to Harrison

Wareham, Harrison to Albany
Plympton, Harrison to Albany
East Dedham, Harrison to Albany
East Brookline, Harrison to Albany
Randall St., Fellows to Albany

St. George, East Brookline to East Concord
Alley 710, East Brookline to East Newton
Reed St., Northampton to Hunneman
Fellows St., Northampton to Randall

Washington, Berkeley to Massachusetts Ave.
& Camden to Thorndike
Albany, Malden to East Brookline
& East Newton to East Concord
& Mass. Ave. to Randall St.

SEWER AND DRAIN RECONSTRUCTION - To Be Deferred or Deleted

West Brookline, Warren to Washington
Concord Sq., Columbus to Tremont

Massachusetts Ave., Shawmut to Washington

Trask, Parmalee to Gage

Shawmut, Lenox to Hammond St.
Washington, Woodbury to Ball

Albany, Berkeley to Malden
and East Concord to Mass. Ave.

East Lenox, Harrison to Fellows
Fellows, Northampton to Randall
Randall, Fellows to Albany

WATER LINE RECONSTRUCTION - Funding Applied For

West Springfield, Columbus to Tremont
East Springfield, Washington to Harrison
Camden Street, Columbus to Tremont
Appleton Street, Clarendon to Dartmouth
Dartmouth Place, Clarendon to Dartmouth Street
W. Canton Street, Columbus to Warren
Pembroke Street, Tremont to Warren
Montgomery Street, W. Canton to Clarendon

WATER LINE RECONSTRUCTION - To Be Deferred or Deleted

Yarmouth St., Railroad to Columbus
West Canton St., Railroad to Columbus
Holyoke St., Railroad to Columbus

Davenport St., Columbus to Tremont
Burke St., Columbus to Tremont
Coventry St., Columbus to Tremont
Cunard St., Columbus to Tremont
Walpole St., Columbus to Tremont

Northampton, Tremont to Washington

West Brookline, Shawmut Ave. to Washington
Savoy St., Washington to Harrison
East Lenox, Washington to Fellows St.

Randall St., Fellows to Albany

Randolph, Harrison to Albany

SEWER AND DRAIN RECONSTRUCTION - Funds to be Sought

Northampton, Columbus to Tremont
and Harrison to Albany
West Newton, Tremont to Washington
East Newton, Washington to Albany

Rutland, Tremont to Washington
West Concord, Tremont to Washington
East Concord, Washington to Albany St.
Worcester St., Tremont to Harrison
East Springfield, Tremont to Washington
East Springfield, Washington to Harrison

Perry St., Washington to Harrison
Rollins, Washington to Harrison
Waltham, Washington to Harrison
Monsignor Reynolds Way, Washington to Harrison

## REMAINING PUBLIC IMPROVEMENTS IN SOUTH END URBAN RENEWAL AREA

Streets are listed beginning in the northwest corner of the South End, listing all east-west streets under discussion (e.g., West Brookline, Massachusetts Ave.) and then north-south streets (e.g., Columbus, Washington).

### STREET AND SIDEWALK RECONSTRUCTION - Not Built, Funding Approved

West Canton Street, Columbus to Railroad
Holyoke Street, Columbus to Railroad
Rutland Street, Tremont to Shawmut
West Concord Street, Tremont to Shawmut
Northampton Street, Tremont to Washington
Lenox Street, Tremont to Washington
Bristol Street, Harrison to Albany

### STREET AND SIDEWALK RECONSTRUCTION - Not Built, Funding Application in Progress

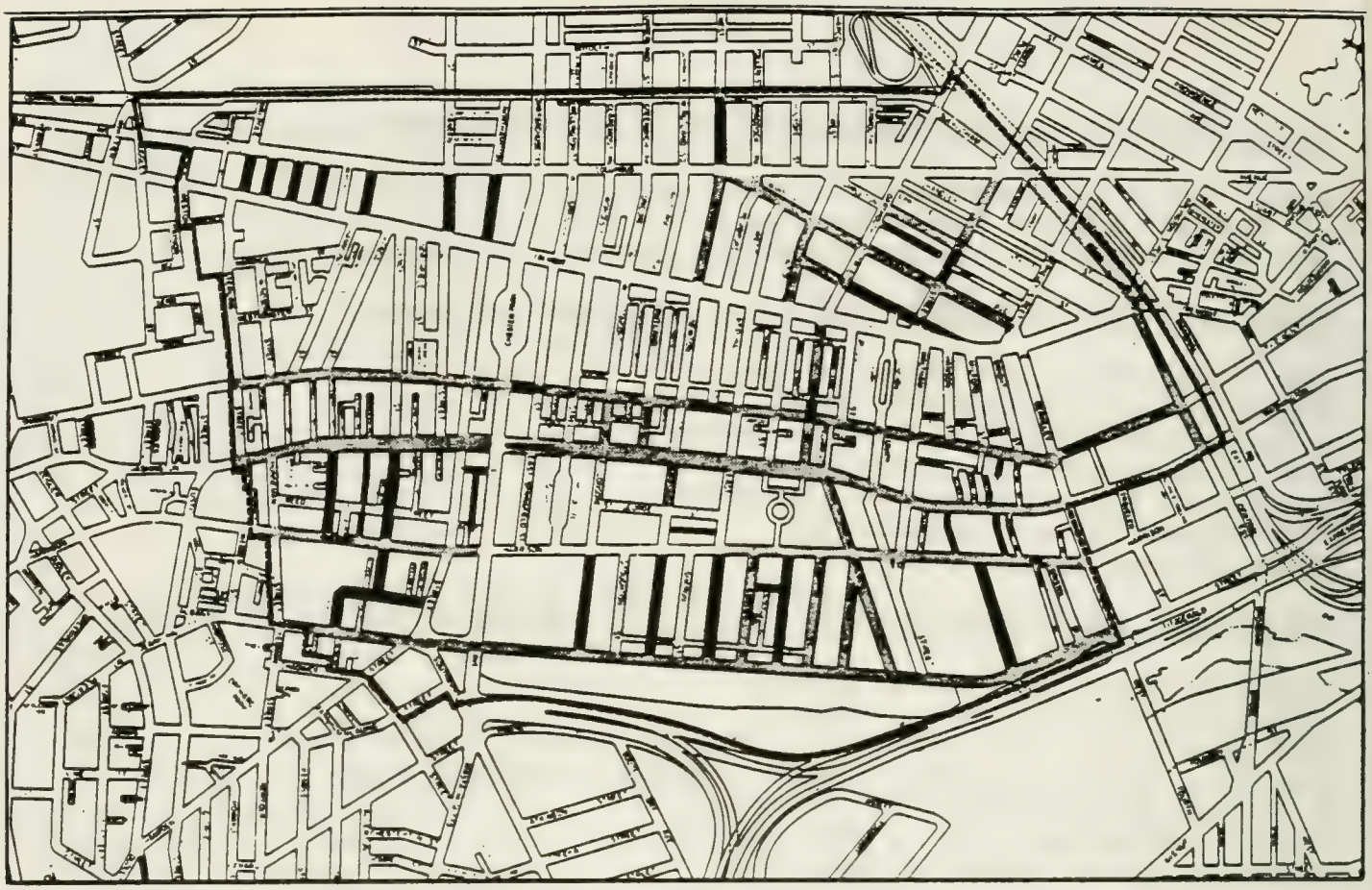
Dartmouth Street, Railroad to Tremont
Yarmouth Street, Railroad to Columbus
West Springfield Street, Columbus to Tremont, Shawmut to Washington
Worcester Street, Columbus to Tremont (sidewalk - odd side only)
E. Concord Street, Washington to Harrison
Shawmut Avenue, Mass. Ave. to West Brookline
W. Newton Street, Shawmut to Washington
Union Park Street, Harrison to Albany (sidewalk, even side only)
IBA Loop Streets: Paseo Aguadilla, Paseo San Juan

### STREET AND SIDEWALK RECONSTRUCTION - Funds to be Sought

Herald St. Extension, Columbus to Tremont
Herald St., Tremont to Washington St.
Appleton, Dartmouth to Clarendon
West Newton Street, Tremont to Columbus
West Canton Street, Warrent to Tremont
Montgomery Street, W. Canton to Clarendon
Clarendon Street, Columbus to Warren Ave.
Rutland Street, Shawmut to Washington
W. Concord Street, Shawmut to Washington
W. Dedham Street, Tremont to Shawmut
E. Newton Street, Washington to James
Plympton Street, Harrison to Albany
Wareham Street, Harrison to Albany

Malden St., Harrison Ave. to Albany St.
Monsignor Reynolds Way, Washington to Harrison

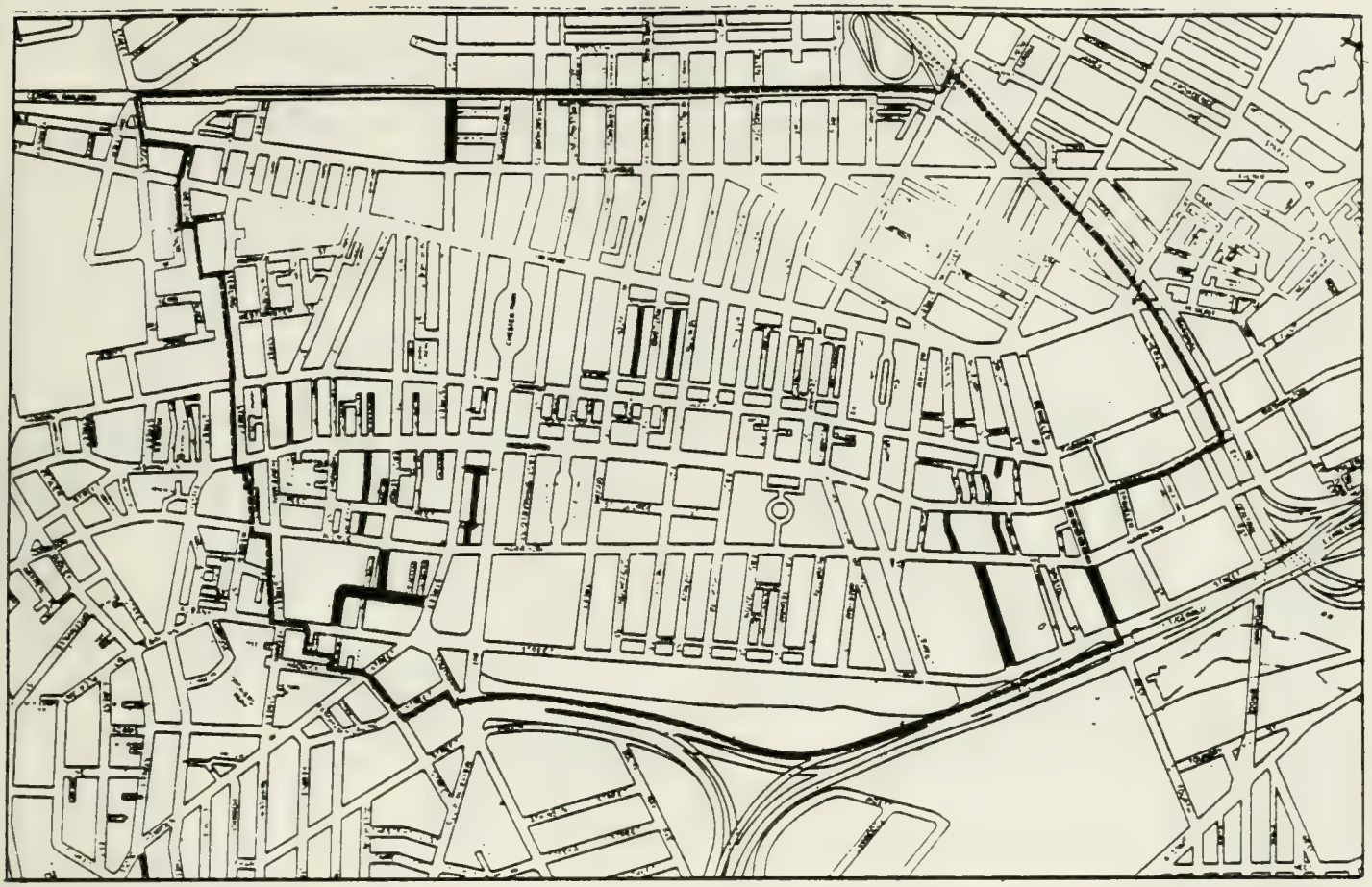
Warren Avenue, Columbus to Clarendon
Shawmut Ave., Herald St. to W. Brookline and Mass. Ave. to Sterling Street
Washington St., E. Berkeley St. to Sterling St.
Harrison Ave., E. Berkeley St. to Treadwell
Albany St., E. Berkeley St. to Aaron
East Canton Street, Harrison to Albany
Dartmouth Place, Dartmouth Street to Clarendon



## *Street Reconstruction*

Funds to be sought

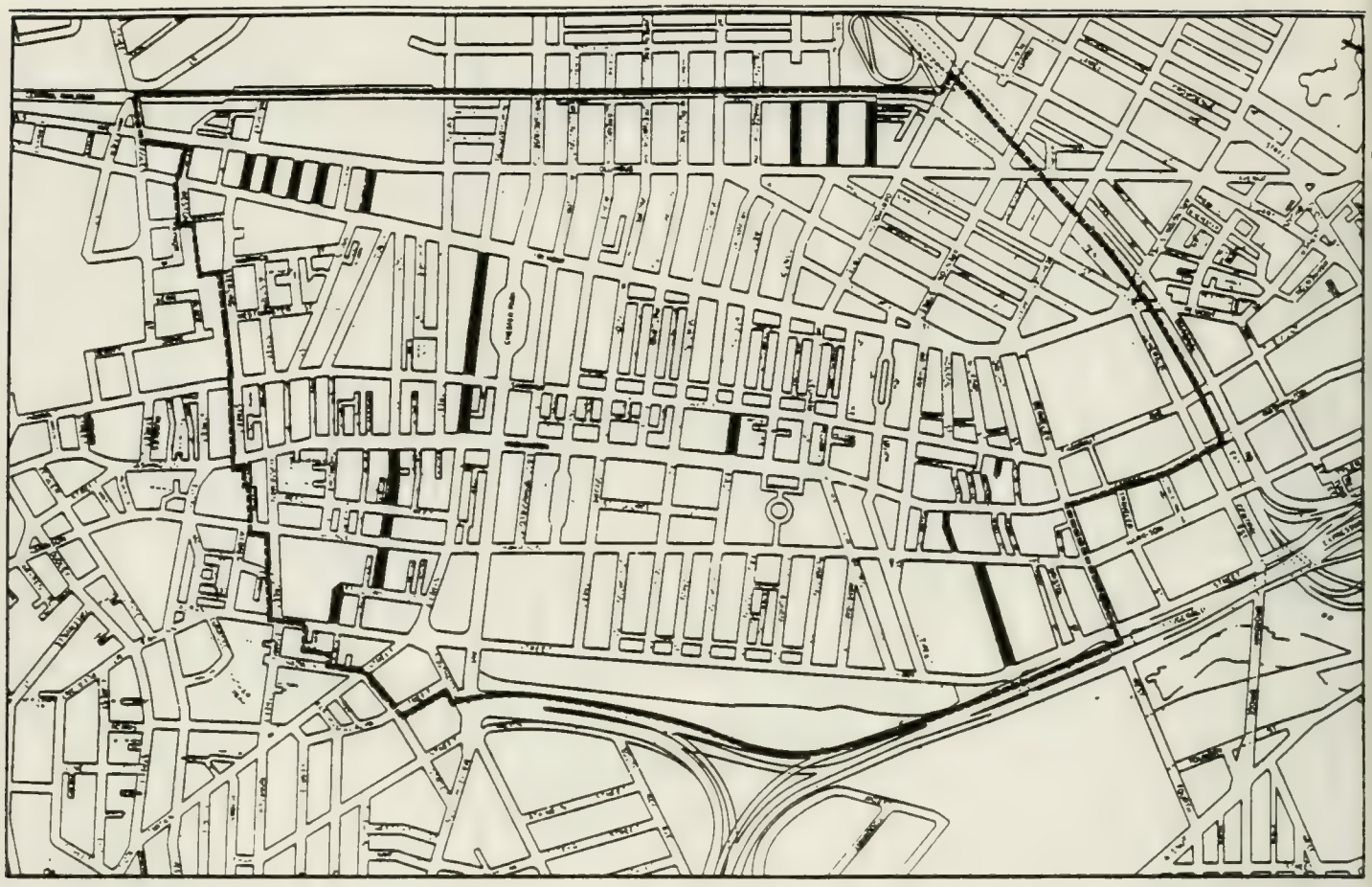
To be deferred or deleted



## *Street Lighting*

Funds to be sought

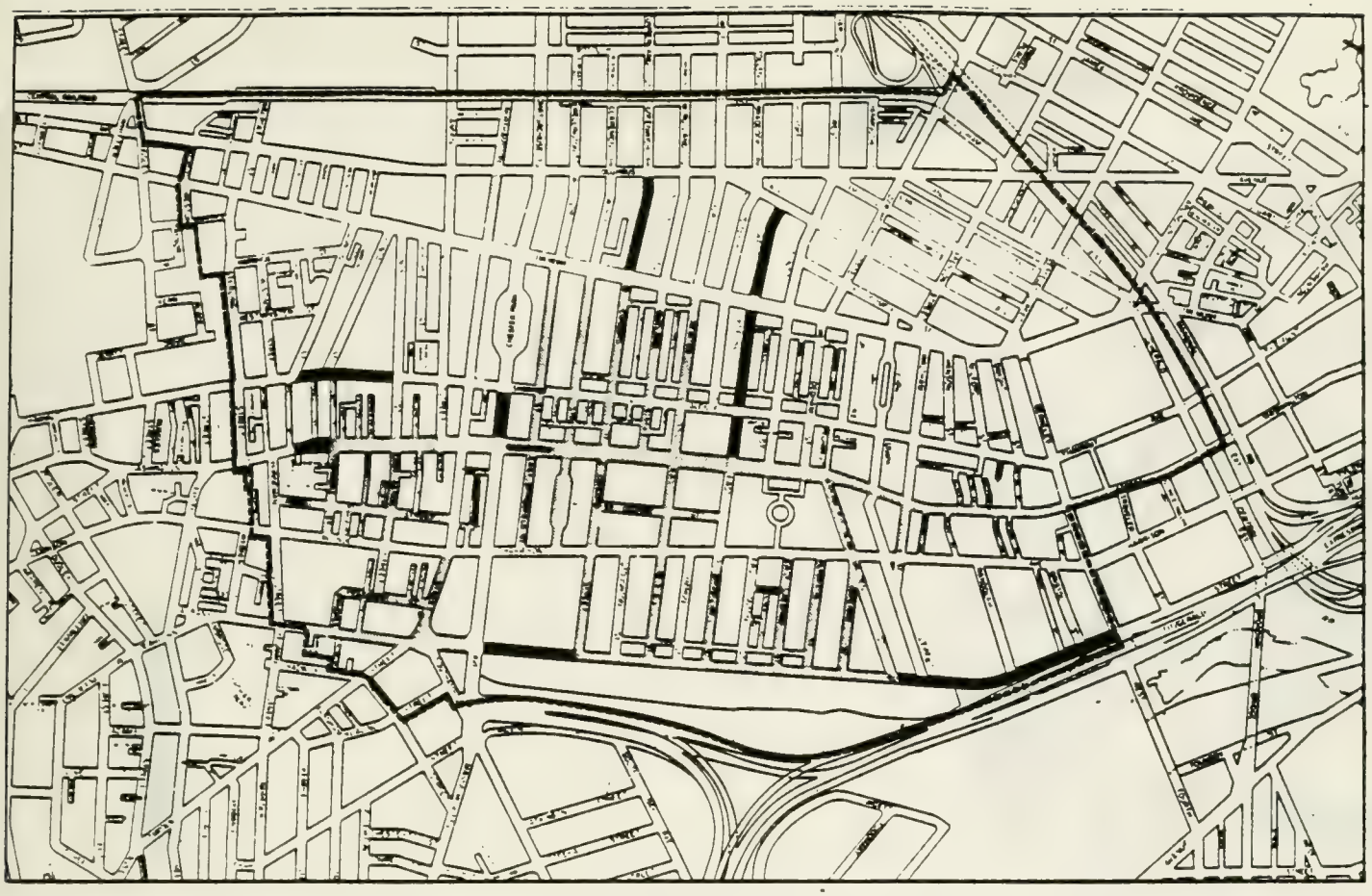
To be deferred or deleted



## *Water Line Reconstruction*

Funds to be sought

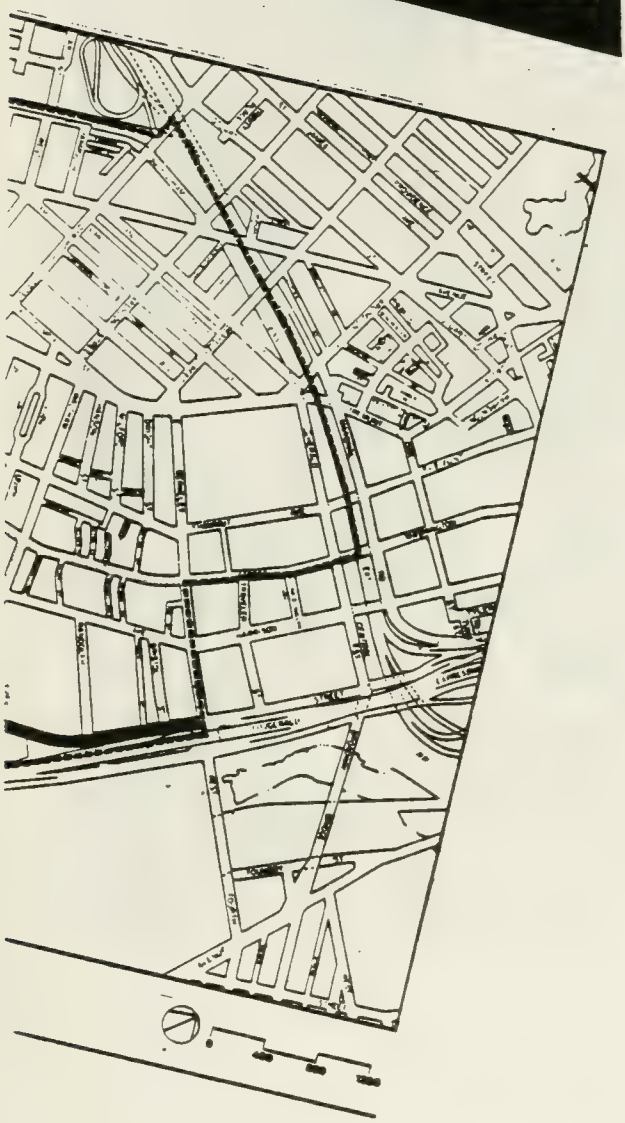
To be deferred or deleted



## *Sewer and Drain Reconstruction*

Funds to be sought

To be deferred or deleted



Aigner™ LEGAL INDEX™ - EXHIBIT DIVIDERS

# SOUTH END NEIGHBORHOOD HOUSING INITIATIVE

## Background

The South End Neighborhood Housing Initiative (SENHI) is an opportunity to expand the supply of affordable housing in the City of Boston. Few areas in Boston other than the South End have as much city-owned land suitable for residential development. The South End is also the focus of increased residential development interest. Currently, eighteen projects totaling over 700 units of housing are underway or soon will be; and greater than half of these units are new construction. These units will add a mix of housing opportunities to the South End, but they will not be enough to meet the existing need, particularly of low- and moderate-income households. The inventory of city-owned land, strong development interest, public investment in new roads, and the removal of the elevated Orange Line combine to create a sound opportunity to begin to address critical South End concerns such as blight, housing affordability, gardens, and open space.

The SENHI program has developed through a fifteen-month community process. What has emerged from that process is a program that is designed to address the community's need for affordable housing, the community's desire to build the capacity of its locally-based development corporations, and its concern that all new development conform with the South End's existing zoning and design requirements:

- The program affordability requirement that has grown out of the SENHI dialogue is that one-third of all units be affordable to families with incomes at or below 50% of the SMSA median income; one-third be affordable to households with incomes at or below 80% of the SMSA median income; and one-third of the units be sold or rented at market rates.

- All new development and rehabilitation is required to conform to existing zoning and to provide the necessary parking, open space, and the quality of design and materials that are typical of recent development projects in the South End.

- The SENHI developer selection process will give preference to Minority Business Enterprises (MBEs), Community Development Corporations (CDCs), non-profit organizations, and joint ventures with these groups. Preference will also be given to development teams which employ MBE and CDC contractors in development-related areas.

- The BRA will provide technical assistance to MBE's, CDC's, and non-profits in development-related areas such as design, finance, and engineering.

## PROGRAM OBJECTIVES

SENHI is a program designed to address long-standing issues in the South End community. Among these issues are blighted and abandoned property; the need for more affordable housing; the lack of development experience among minority and community-based groups interested in improving the South End; and impending displacement of neighborhood residents due to rising housing costs. SENHI goes beyond previous urban renewal efforts by mustering public resources and private market interest to meet community needs for housing, open space, parking, and economic opportunity.

### Creation of Affordable Housing

Creating affordable rental and homeownership opportunities for families, while protecting current residents from displacement, is a basic objective of the SENHI program. SENHI is designed to achieve the maximum number of affordable units that are financially feasible within the planning guidelines required by the community, the constraints of available resources, and the current South End market.

The South End is now experiencing tight housing conditions and growing commercial development interest. Economic and demographic studies show the South End as an increasingly popular location, particularly for single person households and roommates. Housing market data on vacancies and rents in the South End market show a 4.4 percent vacancy rate in 1985. This rate represents the availability of only 611 renter and owner units, contrasted with the 13 percent vacancy rate representing 1,733 units in 1980. Between 1980 and 1985, population in the South End increased 10.4 percent to 29,951, accompanied by a 0.1 percent increase in housing, and a 26.1 percent decrease in lodging rooms.

Affordability is a problem in the South End. Approximately 2,300 South End households (25 percent of the 9,300 renter non-BHA total) are "at risk," meaning their 1984 incomes were below 80 percent of the Boston SMSA median income, and over 30 percent of their total household income went toward 1985 gross rent. In 1984, 35 percent of the South End families had incomes below $10,000. Apartments ranging in size from studios to 5 bedrooms averaged between $550 to over $1,700 per month. Condo sales were averaging well over $100,000 by mid-1985.

The South End comprises 5.6 percent of all Boston housing units, including 1,367 condominiums or 6.3 percent of the Boston total. Homeowners account for 20 percent of all units in the South End, and 32 percent of all unassisted units.

The first phase of the SENHI program is expected to create approximately 300 units of housing. The program requires that, of these units, one-third be affordable to low-income families; one-third be affordable to moderate-income families; and one-third be market rate. Low-income housing is affordable to families earning up to 50 percent of the Boston SMSA median income. For example, a low-income family of four earning up to $17,000 would qualify. Moderate- income housing is affordable to families earning up to 80 percent of

the SMSA median income, or $27,200 for a family of four. The program also encourages that a large percentage of the units created be homeownership or cooperative homeownership units.

Increasing Development Opportunities for MBEs and CDCs

The development of real estate has become one of the most important generators of wealth in this country today. Few economic activities facilitate capital accumulation as quickly. The investment in Boston of $3 billion in private downtown development projects since 1984 indicates the strength of the market's interest in Boston.

As strong as this market interest has been, it has not produced a sufficient revitalization of Boston's older neighborhoods, such as the South End. SENHI will utilize publicly-owned land to extend the opportunity for participation in real estate development to Boston's communities.

Increased equity participation and access to development opportunities will be created through the SENHI program. SENHI will give selection preference to Minority Business Enterprises (MBEs), Community Development Corporation (CDCs), non-profit organizations, and joint ventures with these groups.

The BRA will provide technical assistance in development-related areas to MBE's, CDC's and non-profits. MBE and CDC contracts in trade-related industries will also be encouraged.

Reinforcing South End Character

The South End is distinguished by an unusually high degree of architectural homogenity and coherence. It is the largest essentially intact Victorian rowhouse neighborhood in the United States. The development of the SENHI parcels will enhance and expand this unique urban character. All development proposals, for example, will be required to comply with the standards and criteria of the Boston Landmarks Commission for the district. Neighborhood environment and open space will also be reinforced and preserved for recreational and personal use.

## PHASE I SUMMARY

From this Phase I offering the Authority expects to generate approximately 330 units of housing as well as the appropriate amounts of open space and parking.

This request for proposal is made to all interested development teams. Eligibility requirements and selection criteria are detailed in Sections III and IV respectively.

A timeframe of 120 days is allowed for submission of proposals for all sites except the East Berkeley Street site which is offered on a fast track competition as described on the following page. The BRA will review the submissions over the 90 days following the submission deadline, and will then tentatively designate successful applicants. The community will have an opportunity to review the proposals and make recommendations to the BRA within this review period. Final designation will be awarded nine months from the date of tentative designation.

The following lists the Phase I buildings and vacant parcels that are included in this offering to create affordable housing.

| Parcel Numbers | Address | Land Area (Square Feet) |
|---|---|---|
| PHASE I<br>Vacant Land | | |
| R11-C | 6-14 East Concord Street | 7,500 |
| RE-7B | 83-95 W. Springfield Street | 44,920 |
| 29A | 1797-1815 Washington Street | 24,024 |
| R-12A | 1762-1788 Washington Street | 23,905 |
| R12B | 75-87 Northampton Street | 16,868 |
| 33B | 91-113 Northampton Street | 9,654 |
| Total Land Square Feet | | 126,871 |

| Vacant Buildings | | Land Area (Square Feet) | Estimated Building Area (Square Feet) |
|---|---|---|---|
| SE-116 | 640 Tremont Street | 12,960 | 11,900 |
| SE-110 | 1682 Washington Street | 5,680 | 8,800 |
| RR-121 | 1724-26 Washington Street | 2,950 | 6,000 |
| SE-72 | 1734-40 Washington Street | 4,410 | 14,300 |
| SE-13 | 1900 Washington Street | 2,800 | 5,625 |
| SE-59-66 | 67-81 E. Berkeley Street and 212/214 Shawmut Avenue | 7,815 | 38,108 |
| Total Land Square Feet | | 36,615 | 84,733 |

## FAST TRACK COMPETITION

### SE-59-66
### 69-81 EAST BERKELEY STREET

As part of the BRA's preparation for Phase I of the SENHI program, a structural analysis was conducted on each of the vacant buildings in the South End inventory. All were found to be in poor condition. A copy of the report may be obtained by contacting Bob McGilvray at the Boston Redevelopment Authority, 722-4300.

The report concluded that the structures located at 69-81 East Berkeley Street required immediate action to preserve the re-use value of these buildings and to protect the general public. Masonry, roofing, and trim were found to be loose, posing a public hazard. A summary of the conditions of SE-59-66 can be found in Appendix G.

In recognition of these conditions, the BRA has determined that it is in the public interest to fast track these buildings. Accordingly, submission for the development of SE-59-66 will be due April 10, 1987 at 5:00 P.M. The BRA will review these proposals and make a determination as soon as possible. All other eligibility and selection criteria listed in this Request for Proposal shall apply to proposals for SE-59-66.

## II. COMMUNITY PLANNING STANDARDS

The community will continue to be actively involved in shaping the program elements and guidelines for SENHI. For 9 months, community discussions at over 15 meetings have been held with South End residents and city representatives to gain community input. The meetings covered issues such as affordability, open space and gardens, parking, technical assistance, and development scheduling.

Over 50 letters from South End residents, indicating specific suggestions to improve the initiative, were compiled and summarized in a BRA publication called SENHI Community Comments. The issues discussed in the comment letters covered the full range of topics raised in the community debate. Affordability, the time frame, gardens, open space, technical assistance, MBE preference, zoning, land use and parking were all covered.

The major issues addressed by the letters and the general sense of those comments are listed below.

- Affordability - The preponderance of the comments received requested that a greater degree of affordability be established as the threshold requirement for the plan. Specifically, the majority of comments supported the requirement that one-third of the units produced be rented or sold to families with incomes at a below 50% of the SMSA median income; one-third at or below 80% of the SMSA median; and one-third at market levels.

  A significant but lesser number of comments supported establishing a 35% limit on affordability. Recommendations were also made for 100%, and 50% affordability.

- Gardens - Strong support was voiced for the community gardens. A number of statements were made in support of maintaining all existing community gardens. It was suggested that a committee of gardeners should plan the garden space at Parcel 6A as well as the current garden sites on other parcels.

- Technical Assistance - Comments suggested that the BRA should provide technical assistance to promote the development of Single Room Occupancy (SRO) residences and cooperatives. Technical assistance should also be available to Community Development Corporations and non-profit organizations prior to the submission of proposals.

- Preference - Comments supported establishing a preference for minority business enterprises, community development corporations and non-profit groups or joint ventures between these groups and private developers. Sentiment was also expressed in favor of South End developers with established track records. A significant number of comments contended that South End property owners should be treated the same as MBEs, CDCs and non-profits.

- o Zoning and Land Use - Consensus was reached on the proposal that current zoning requirements should govern all developments. Particular concern was raised about controlling density. The Washington Street parcels should be dedicated to housing use, with some retail and commercial use allowed provided that it is limited.

- o Parking - Comments were split on the issue of parking. Generally, those supporting the "Community Compromise" suggested a parking requirement of .7 spaces per unit. A significant number of comments supported maintaining existing zoning requirements for parking.

These comments form the basis of the SENHI planning guidelines used to determine development scenarios and criteria. The community will continue its active role through all phases of SENHI.

## III. ELIGIBILITY

This RFP solicits proposals for development of new housing units. Proposals may include incidential retail space.

Phase I Vacant Buildings and Vacant Land

All development entities are eligible to submit proposals for Phase I. Preference will be given to Minority Business Enterprises (MBEs), Community Development Corporations (CDCs), non-profit organizations, or Joint Ventures as described below. Preference will also be given to those development teams which employ MBE and CDC contractors in development-related areas.

Joint Ventures - Partnerships between or among MBEs, CDCs, non-profits and a majority developer in which the MBE, CDC or non-profit has at least 30% control and participation in the decisions and profits of the joint venture as set out in the Partnership agreement legally defining the joint venture. A copy of the Partnership agreement must be included in the submission and will be held confidential.

Minority Business Enterprises ("MBEs") - Firms that meet the following criteria and are certified as MBEs by the State Office of Minority Business Assistance (SOMBA):

1. Owners are members of a definable minority group.

2. Minority partners/shareholders must own at least 51% of the business.

3. Minority owners must have dominant control of the business.

4. Minority owners must be substantial investors in the business.

5. The business must be an on-going concern.

"Minority"... means a person with permanent residence in the United States who is:

Black American - Persons having origin in any of the Black racial heritage groups of Africa; or

Central/South American - Persons of Mexican, Puerto Rican, Cuban, Central or South American origin; or

Native American - Persons of American Indian, Eskimo, Aleut, and native Hawaiian origin; or

Asian-Pacific Americans - Persons of Chinese, Japanese, Taiwanese, Korean, Vietnamese, Laotian, Cambodian, Philipinos, Samoans, Guamanians, Northern Marianas, and the U.S. Trust Territory of the Pacific Islands origin; or

Asian-Indian American - Persons of Indian, Pakistani, and Bangladesh origin; or

Cape Verdean - Persons of the Cape Verdean Island origin who are of Black African heritage.

MBEs must be certified as having submitted application for certification as of the date of submission.

A copy of the MBE certification letter or proof of application from SOMBA must be included with submission.

Those applicants who wish to compete as MBE's but are denied certification from SOMBA are ineligible for this category in the competition.

Community Development Corporations ("CDCs") - An established non-profit organization that is controlled by residents of a specific community defined by a geographic area, organized for the purpose of community housing and economic development.

Evidence of CDC status is required in the submission.

Non-Profit Organizations - Organizations with 501(c)(3) tax exempt status.

A copy of the organization's articles of incorporation and evidence of tax exempt status must be included in the submission.

## IV. SELECTION CRITERIA

Proposals shall be evaluated based primarily upon the following criteria:

- Compliance with the program affordability requirement that one-third of the units are affordable to low-income families; one-third are affordable to moderate-income families; and one-third are market rate.

- Compliance with the following community planning guidelines;

  - all projects must conform with existing zoning

  - all projects must provide .7 parking spaces per unit

  - all projects must meet the urban design guidelines and historic preservation criteria specified in this RFP

  - all projects must provide sufficient open space

- Selection preference will be given to MBE's, CDC's non-profit organizations, and joint ventures with these groups. Joint venture proposals will be evaluated on the extent to which MBE's, CDC's, and non-profit organizations, participate in the equity and decision-making in the project.

- The extent to which MBE and CDC contractors are employed in the development-related trades and services in the proposal.

- Other public benefits offered by the proposed development including urban design amenities and other neighborhood improvements.

- Preference will be given to proposals that safeguard the long-term affordability of the low and moderate-income units. Condominium or cooperative units will be expected to include resale controls that limit subsequent sales prices.

- Demonstrated community support and ability to work with community groups.

- Demonstrated financial capability to undertake the development proposal and to meet equity requirements.

## V. PROCEDURES FOR THE DISPOSITION OF THE PARCELS

Once the RFP is issued development teams will be allowed 120 days for submission of proposals. Upon receiving proposals from prospective developers, the Authority will conduct a 90-day internal review to determine the financial feasibility, the extent to which the proposal meets the affordability goals, whether the development team make-up conforms to the criteria for eligibility, and the extent to which the development team meets the selection criteria.

The South End community will have an opportunity to review these proposals and make recommendations. Community support of development proposals will be taken into consideration in selecting the winners.

With regard to the East Berkeley Street buildings, SE-59-66 only, teams will be allowed 40 days for submission of proposals. Upon receiving proposals from prospective developers the Authority will make a determination as soon as possible.

The Authority will sell parcels to designated developers at a disposition price based upon appraisals that take into consideration the financial requirements necessary to achieve the desired percentage of affordable units.

The properties will be assessed and taxed by the City of Boston under M.G.L., Chapter 59 real estate assessment procedures.

The Authority will grant tentative designation on each site for the developer whose proposal best meets the selection criteria. The proposal then will be subject to subsequent stages of BRA development review prior to consideration for final designation. Tentatively designated teams must be prepared for final designation within 9 months of tentative designation.

The BRA and the City will not incur any expenses in the development of the buildings. The buildings will be designated in an "as is" condition. The designee will pay for the cost of any utility relocation not paid by a utility company. Site preparation and engineering data on each parcel will be available to applicants prior to the submission deadline.

All applicable city policies will apply to SENHI developments, including job policy requirements, and fair housing requirements. As part of its policy to assure stable investment in communities, the Authority will submit the names of any person/persons having a financial interest in a project to the City of Boston Arson Commission, the Collector-Treasurer's Office, and the Tax Title Division of the City's Law Department. Each department will certify to the Authority that the individual is to the best of their knowledge in good standing regarding the issues pertinent to each department.

Severability: The provisions of this RFP are severable, and if any provision or provisions shall be held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not impair or otherwise affect any other provision of the RFP.

## VI. SUBMISSION REQUIREMENTS

The Boston Redevelopment Authority requests that the developers submit proposals, no later than 5 P.M. on April 10, 1987 for SE-59-66 and on June 30, 1987 for all other sites, to the Office of the Director, Boston Redevelopment Authority, City Hall, Room 934, One City Hall Square, Boston, MA 02201. For questions regarding the submission requirements, please contact Ricardo Millett, Assistant Director for Neighborhood Planning and Development at 722-4300, extension 401.

1. General Submission:

   a. A submission fee of $100 (cashier's or certified check drawn to the order of or assigned to the Boston Redevelopment Authority) for each site for which a proposal is submitted. For unsuccessful applicants, $50 of the fee will be retained by the Authority for processing the submission: the $50 balance will be returned.

      Not-for-profit groups may apply for a reduction of the submission fee upon a showing of financial hardship.

   b. Proposals including more than one site are acceptable, however they must show an overall compliance with program objectives and requirements.

   c. At any time, the Authority may request additional information from any developer. The Authority reserves the right to reject any and all proposals and to withdraw, at any time, any property from this process.

   d. Applicants may submit questions or requests for additional information about the competition.

2. Development and Design Submission:

   Five copies of the developer's submission are required with reduced plans in an 8½" x 11" format. The submissions shall include the following.

   a. A letter of interest which introduces the development team, including the developer, architect, contractor and consultants, and includes, where applicable, the extent and nature of participation in the project by Minority Business Enterprises, Community Development Corporations, non-profit organizations or other similar entities. For joint ventures a copy of the Partnership Agreement detailing the amount of control and participation of the parties must be submitted. The letter should briefly summarize experience, qualifications, relevant background; describe functional and legal relationships among team members; list the name of the chief contact person; describe interest and willingness to participate in preparation of proposals; and describe ability to proceed expeditiously if selected.

b. A proposal description, including proposed uses, proposed management and/or ownership of each use, anticipated development schedule and, where applicable, proposed subsidy programs involved in either construction or permanent financing. In addition, a one to two page summary of the proposal should be included.

c. Development and operating pro formas including estimates of operating budgets for condominium associations or cooperative corporations for each property to be developed (forms enclosed), as well as any other financial information that may assist the Authority in evaluating proposals. Information provided in narratives and memoranda should correspond to completed pro formas.

d. A proposed marketing program for both rental and for sale affordable units specifying the income groups to which units are expected to be rented or sold. The City of Boston Fair Housing Plan also requires that developers of all projects of five or more units submit an affirmative marketing plan to ensure equal access to the units. The Plan should detail outreach efforts including:

   1. advertising the availability of housing in majority and minority newspapers;

   2. sending outreach letters to housing counselling agencies that assist low and moderate income and minority families;

   3. undertaking such additional efforts as may be required, due to the specific nature or location of the project.

e. An estimate of the number of construction jobs that will be generated by the development program. Developers must comply with the requirements of the Boston Jobs Policy (50% of the total workhours must be filled by Boston residents, 25% by minorities, and 10% by women) in hiring for these jobs.

f. Letters of interest from financial institutions for construction and permanent financing.

g. The Redeveloper's Statement for Public Disclosure and Redeveloper's Statement of Qualifications and Financial Responsibility (Form HUD-6004 enclosed must be completed and included with the submission): all financial information for individual team members will be kept confidential.

h. Site plan(s) at a scale of 1" to 40'-0" illustrating the character and scope of the proposal. The site plan must include the first floor plan and identify pedestrian, vehicular, and service access. Landscaping, ground plane materials, and amenities, where appropriate, should be indicated.

i. Elevations of proposed development and adjacent structures are required to illustrate the context. The elevations must be in sufficient detail to demonstrate the relationships of window openings, cornice lines and entrances. The scale of 1/16" to 1'-0" is required.

j. Additional plans, elevations and sections as required to understand the development of buildings and the relationships to existing proposed structures.

k. Descriptions of the materials to be used for exterior facades and public spaces are required.

l. A parking management and transportation access plan.

## VII. GENERAL DEVELOPMENT GUIDELINES

### Housing Development Guidelines

Successful housing development proposals under this RFP will include one-third of the units affordable to low-income households, one-third of the units affordable to moderate-income households, and one-third of the units at market rate. Affordable low-income units are those which are affordable to families earning 50 percent or less of the Boston SMSA median income. Affordable moderate-income units are those units which are available to families earning 80 percent or less of the Boston SMSA median income. Appendix E indicates the incomes, monthly costs, family sizes, and unit sizes for meeting the affordability guidelines.

The following general guidelines are offered for housing development proposals:

- Proposals must include a plan to make at least one-third of the units affordable to families of low-income and one-third of the units affordable to families of moderate-income (as defined in Appendix E).

- The affordable units will be subject to resale controls to preserve affordability for subsequent buyers. The resale controls will be included in the deed restrictions.

- Cooperative housing has been proposed as a highly desirable form of homeownership and one that can help achieve the affordability requirement. As such, we urge the consideration of the development of housing cooperatives and/or other innovative forms of equity participation.

- All proposals must include an affirmative marketing plan for the affordable units. Affirmative Marketing requirements are listed in Appendix F.

- Proposals with higher percentages of 2-, 3- and 4-bedroom units are encouraged.

- While homeownership opportunities are highly desirable and can contribute to the overall stability of a neighborhood, the Authority believes that rental units offer an important balance and in some cases provide the only option for some households. As such, the Authority anticipate a selection of development entities that will result in some sites producing sales or cooperate housing and others providing rental housing.

### Open Space Development Guidelines

The South End has historically included many fine urban squares which provide a common gathering space for neighborhood residents, as well as smaller pockets of greenery which provide a peaceful place as a respite from crowded urban life.

Recognizing the importance of open space in all Boston neighborhoods, this RFP encourages the development of a network of public parks and open spaces in the South End. Open space, which does not include areas designated for parking, can assume many forms. It can include community gardens, sitting areas, playing fields, tot lots, and passive or active recreation sites. The Authority seeks a variety of uses and encourages creativity in the incorporation of open space components in all development proposals.

Proposals should include a plan for the upkeep and maintenance of open spaces created as a part of any new development or rehabilitation project. Successful applicants shall be required to enter into a maintenance agreement with the Authority. This agreement shall include a schedule for regular cleaning, maintenance, repairs, snow removal, security and any other such services as may be required, and shall include a plan to finance these services over time.

When a parcel is designated to a nonprofit organization for the sole purpose of a community open space use, that site shall not be developed in any other fashion without the express approval of the Authority. Plans for long term maintenance must be included in the proposal. The designated group shall be required to enter into a maintenance agreement with the Authority.

Parking

The basic parking requirement for each parcel is .7 parking spaces per dwelling unit.

Long-term goals for South End transportation policies call for discouragement of through traffic and facilitation of movement around the periphery of the district. The Massachusetts Turnpike extension and the Cass Boulevard project have partially achieved these goals. Parcel design and development should conform to these policies.

## VIII. GENERAL DESIGN GUIDELINES

The South End of Boston is the largest essentially intact Victorian rowhouse neighborhood in America. Its predominant residential building type is the four or five story red brick rowhouse with elevated basement and mansard roof. The most prevalent style is the bow front. Angled bays and flat fronts are also found along many streets. Characteristic architectural features include decorative entrance canopies and iron-work, elaborate cornices, and granite and brownstone trim.

The extraordinary degree of architectural homogeneity and coherence within the South End results primarily from the relatively short time span during which the area was developed. The majority of the land within the South End was created by filling mudflats and marshes to either side of a narrow neck along Washington Street which connected the colonial Boston settlement on the Shawmut peninsula to the mainland. Major boulevards with long vistas were laid out parallel to Washington Street. Cross streets which often focus on small squares created a more intimate scale. The harmonious South End streetscape was ensured by city stipulation of building setback, height and materials in the deeds which conveyed individual lots along the newly laid out streets.

The physical character of the South End provides its diverse residents with a unique urban living experience. The primary urban design objective is to create housing that reinforces the physical character and social diversity of the South End. Proposals will be required to conform to existing zoning, in areas such as height, mass, and density, as well as historic preservation criteria. Proposals will also be reviewed for compatibility with existing use patterns and architecture in areas such as materials, detailing, proportion and other elements that contribute to the distinctive historic character of the South End.

1. Parcel Locations and Descriptions

   While many parcels are vacant, others contain existing structures. Rehabilitation of these structures is the preferred development approach to these parcels. Detailed design guidelines for rehabilitation of existing structures are contained in the Standards and Criteria of the South End Landmarks District. (Appendix A)

2. South End Landmarks District

   Many of the parcels offered for development are within either the South End Landmarks District or the adjacent South End Landmarks District Protection Area.

   Development proposals for new construction and rehabilitation of existing buildings within these areas must comply with the Standards and Criteria of the Boston Landmarks Commission for the District.

   For parcels located outside the boundaries of the Landmarks District, compliance with the Standards and Criteria is nevertheless strongly encouraged.

3. Building and Site Design

The following building and site design guidelines are for all the parcels offered in Phase 1. Specific design guidelines for each parcel follow this section.

a. Height: The height of any new construction shall not exceed 70 feet, nor be less than 30 feet. Within this limitation, new buildings shall be stepped as required to match the height of adjacent existing buildings having common party walls.

b. Massing: Articulation of the building massing to suggest historic footprint placement and lot division is strongly encouraged. Setback or mansard treatment of top floor is also encouraged in those cases where surrounding buildings have such features, or to better relate new construction to existing building heights.

c. Setback: The setback for new construction shall match that of existing adjacent buildings at common property lines (or across the street in the case of corner lots). The goal is to maintain uniform streetscapes.

d. Design Features and Character: Building details, materials and scale of new construction shall recognize and recall the characteristic style of traditional South End row houses. Bays, bows, oriels, cornices, roofs, turrets, dormers, entries, stoops, sills, lintels, and other architectural elements that relate the scale of new construction to that of existing buildings are strongly encouraged. Windows especially give character to a building. The size, shape and arrangement of window openings in new construction shall be similar to those that predominate in the South End.

e. Materials: Walls shall be constructed of smooth textured red brick in a standard size (2¼" x 4" x 8") that is similar in color and texture to the majority of adjacent buildings. Lintels, sills, exterior steps and railings shall be similar in appearance to those of traditional South End row houses. Windows, doors and trim shall be dark colors. Dark anodized aluminum is not recommended. Roofs, mansards and gables shall be slate or a material similar in appearance. Metal may be considered if subdued in color and detail. White or shiny metal, other than copper, is unacceptable.

f. Street Improvements: The public sidewalk in front of each parcel shall be repaved in brick, and pedestrian scale lighting, street trees and trash receptacles provided.

g. Parking: A minimum of .7 parking spaces per dwelling unit is required.

h. Service: Service access should be discreetly located and screened from public view.

i. Environmental Guidelines: New development should be designed to minimize the creation of shadows on public open spaces.




**SENHI PHASE I**

# X. DEVELOPMENT GUIDELINES FOR SPECIFIC PARCELS

## PARCEL LIST

| Parcel Numbers | Address | Land Area (Sq. Feet) (approx.) |
|---|---|---|
| | **Vacant Land** | |
| R11-C | 6-14 East Concord Street | 7,500 |
| RE-7B | 83-95 W. Springfield Street | 44,920 |
| 29A | 1797-1815 Washington Street | 24,024 |
| R-12A | 1762-1788 Washington Street | 23,905 |
| R-12B | 75-87 Northampton Street | 16,868 |
| 33B | 91-113 Northampton Street | 9,654 |
| | **Vacant Buildings** | |
| SE-12 | 1900 Washington Street | 2,800 |
| SE-110 | 1682 Washington Street | 5,680 |
| RR-121 | 1724-1726 Washington Street | 2,950 |
| SE-72 | 1734-1740 Washington Street | 4,410 |
| SE-116 | 640 Tremont Street | 12,960 |
| SE-59-66 | 67-81 E. Berkeley Street and 212/214 Shawmut Avenue | 7,815 |

## SENHI PARCEL PROFILES

| Phase I | GSF* | FAR | No. Flrs. | No. Units | Parking Spaces | Parking S.F. | Required Open Space | Residual Open Space | Building Footprint |
|---|---|---|---|---|---|---|---|---|---|
| **Vacant Buildings** | | | | | | | | | |
| 1. SE-110 | 8,800 | 2 | 3 | 9 | 6 | - | - | - | - |
| 2. SE-116 | 11,900 | 3 | 4 | 13 | 9 | - | - | - | - |
| 3. RR-121 | 6,000 | 2 | 3 | 6 | 4 | - | - | - | - |
| 4. SE-13 | 5,625 | 2 | 3 | 6 | 4 | - | - | - | - |
| 5. SE-72 | 14,300 | 2 | 4 | 15 | 11 | - | - | - | - |
| 6. SE-59-66 | 38,108 | | | 30 | 21 | | | | |
| Sub Total | 84,733 | | | 79 | 55 | - | - | - | - |
| **Vacant Lots** | | | | | | | | | |
| 6. R11-C | 7,500 | 2 | 4 | 16 | 11 | 1,980 | 2,400 | 1,994 | 3,974 |
| 7. RE-7B | 44,920 | 2 | 3 | 89 | 62 | 11,160 | 13,350 | 3,813 | 29,947 |
| 8. 29-A | 24,024 | 2 | 4 | 48 | 34 | 6,120 | 7,200 | 5,892 | 12,012 |
| 9. R-12A | 23,905 | 2 | 3 | 48 | 34 | 6,120 | 7,200 | 1,848 | 15,937 |
| 10. R-12B | 16,868 | 2 | 4 | 30 | 21 | 3,780 | 4,500 | 3,765 | 7,545 |
| 11. 33B | 9,654 | 2 | 4 | 19 | 13 | 2,340 | 2,850 | 2,478 | 4,818 |
| Sub Total | 126,871 | | | 250 | 175 | 31,500 | 37,500 | 19,790 | 74,233 |
| TOTAL | 211,604 | | | 329 | 230 | 31,500 | 37,500 | 19,790 | 74,233 |

* GSF for vacant buildings = Gross Floor Area of existing structures; for vacant parcels = parcel size.

## A CHRONOLOGY OF SENHI MILESTONES

| | |
|---|---|
| March 2, 1987 | BRA advertises 12 parcels with a 120-day time frame for proposal submission |
| April 10, 1987 | Proposals received for "fast track properties" located on Parcels SE 59-66 at 67-81 East Berkeley Street |
| April 15, 1987 | BRA hosts an Engineering/Technical Assistance Workshop |
| May 15, 1987 | BRA hosts Financing/Technical Assistance Workshop |
| June 24, 1987 | BRA grants tentative designation to Tenants Development Corporation as redeveloper of Parcels SE 59-66 at 67-81 East Berkeley Street |
| June 30, 1987 | Twenty-two SENHI development proposals on ten sites are submitted from eleven development teams |
| August 18-20, 1987 | BRA and the Mayor's Office of Neighborhood Services sponsor three community meetings to discuss the SENHI development proposals (meetings are followed by a 30-day public comment period) |
| Sept. 30, 1987 | BRA staff present an update on prospective developers and proposals at a BRA public hearing |
| Oct. 8, 1987 | BRA grants tentative designation to developers on SENHI Phase I parcels |
| Dec. 3, 1987 | BRA board authorizes Director to enter into a $60,000 loan contract with IBA for site preparation work |

| | |
|---|---|
| Jan. 13-14, 1988 | BRA staff and designated developers present draft design plans to local residents for review and discussion |
| Jan. 28, 1988 | BRA approves $1,944,932 housing creation payment for TDC IV |
| Jan. 28, 1988 | BRA approves $1,200,000 housing creation payment for Parmelee Court |
| Jan. 28, 1988 | BRA approves $1,700,000 housing creation payment for Langham Court |
| March 24, 1988 | BRA recommends the Board of Appeal grant zoning approval for TDC IV |
| May 26, 1988 | BRA grants a first mortgage to act as collateral security for IBA's project |
| July 14, 1988 | BRA grants final designation to Tenants Development Corporation for Parcels SE 59-66 at 67-81 East Berkeley Street |
| July 14, 1988 | BRA approves housing creation proposal of $283,254 for Old Boston Restorations |
| July 28, 1988 | BRA approves the change of corporate name from TDC to TDC East Berkeley Street Management, Inc. for the development of Parcels SE-59-66 at 67-81 East Berkeley Street |
| Aug. 18, 1988 | BRA approves housing creation payment of $500,000 for IBA |
| Aug. 18, 1988 | BRA de-designates Kenneth Simonetti as redeveloper of 1777-1789 Washington Street, clearing the way for this parcel to be combined with SENHI Parcel 29A |

| | |
|---|---|
| Sept. 15, 1988 | BRA recommends the Board of Appeal grant zoning approval for the revised plans submitted for TDC IV |
| Oct. 26, 1988 | BRA recommends the Board of Appeal grant zoning approval to Langham Court |
| Nov. 10, 1988 | BRA authorizes $75,000 reimbursement payment to Old Boston Restorations for site preparation and removal of contaminated soil |
| Nov. 10, 1988 | BRA authorizes execution of a $20,000 loan contract with the Paul Sullivan Housing Trust (1734 Washington Street Limited Partnership) |
| Nov. 10, 1988 | BRA approves de-designation of Renaissance properties as redeveloper of 1734-1740 Washington Street |
| Nov. 10, 1988 | BRA approves tentative designation of Paul Sullivan Trust (1734 Washington Street Limited Partnership) as redeveloper of 1734-1740 Washington Street |
| Nov. 10, 1988 | BRA recommends the Board of Appeal grant zoning approval for Old Boston Restorations |
| Dec. 8, 1988 | BRA grants the Director authorization to modify plans for Parcel 29A |
| Dec. 8, 1988 | BRA approves tentative designation of the UDC/BBC/UNLR team as redevelopers of Parcels SE-70, SE-71 |
| Dec. 22, 1988 | BRA rescinds tentative designation of Renaissance Properties as redeveloper of Parcels SE-110 and RR-121 |
| Dec. 22, 1988 | BRA grants final designation to the Paul Sullivan Trust as redeveloper of 1734-1740 Washington Street and approves the change of corporate name to 1734 Washington Street Limited Partnership |

| | |
|---|---|
| March 3, 1989 | BRA recommends the Board of Appeal grant zoning approval to the Paul Sullivan Housing Trust for the Lodging House |
| March 23, 1989 | BRA recommends the Board of Appeal grant zoning approval for Parmelee Court |
| March 23, 1989 | BRA converts $60,000 loan to IBA into a "recoverable grant" |
| March 23, 1989 | BRA amends Land Disposition Agreement for Old Boston Restorations |
| April 27, 1989 | BRA recommends the Board of Appeal grant zoning approval for IBA's 640 Tremont Street development |

**BOSTON REDEVELOPMENT AUTHORITY**

**HOUSING PRODUCTION PIPELINE**

General Information

Project Name: Parmelee Court
Address: 1762-1788 Washington Street/89-111 Northampton St.
Neighborhood: South End
Developer/Sponsor: York Bay Development Corp.
MBE/WBE: MBE
Non-Profit:
Consultant: None
Architect: Cogen, Ocasio, Jorrin & Johnson
Legal Counsel: Bernard Shawrawy

Project Information

| | Total | SRO/0 BR | 1 BR | 2 BR | 3 BR | 4 BR |
|---|---|---|---|---|---|---|
| # of Units: | 74 | 0 | 8 | 52 | 14 | 0 |
| Rental: | 74 | 0 | 8 | 52 | 14 | 0 |
| Ownership: | 0 | 0 | 0 | 0 | 0 | 0 |
| Affordable: | 49 | 0 | 5 | 35 | 9 | 0 |
| New Construction: | 74 | 0 | 8 | 52 | 14 | 0 |
| Rehabilitation: | 0 | 0 | 0 | 0 | 0 | 0 |
| Elderly: | 0 | 0 | 0 | 0 | 0 | 0 |
| Special Needs: | 4 | 0 | 0 | 3 | 1 | 0 |

Parking Spaces: 51
Other Uses (SF): 6000 SF Commercial
Total SF: 86,854
Site Area: 40,773
FAR: 2.13
Site Ownership: BRA

Review Process - Actual or Projected Dates of Approval
Project Notification Form submitted: N/A
BRA Tentative Designation: 10/8/87
Design Review: 6/1/89
Environmental Review: 2/30/89
Transportation Access Plan: 5/15/89
Boston Residents Construction Employment Plan: Est. 5/15/89
Boston Affirmative Fair Housing and Marketing Plan: Est. 5/5/89
DIPP Agreement: N/A
BRA Final Designation: 5/11/89

Zoning Review - Actual or Projected Dates of Approval
Building Permit Application: 1/20/89
ISD Refusal: Est. 2/1/89
ZBA Application: 2/3/89
BRA Recommendation: 3/23/89
ZBA Hearing: 5/9/89
ISD Approval of Working Drawings: 5/20/89
Building Permit Issued: 6/1/89

Project Finance

Equity: $2,848,304

Private Sources:

| Lender | Amount |
|---|---|
| MHFA | $9,018,980 |

Public Sources:

| Program | Amount | Applied | Approved |
|---|---|---|---|
| HOP No | | | |
| MHFA 1st Homebuyer No | | | |
| SHARP | $297,336 | 1 year | approved |
| R-DAL | | | |
| Section 8 | | | |
| Chapter 707 | Back-ups provided with SHARP by EOCD | | |
| Chapter 689 | | | |
| HIF | | | |
| TELLER | | | |
| 705 | | | |
| Tax Credits | $217,000 (first year) has applied to EOCD | | |
| CDAG | | | |
| UDAG | | | |
| Linkage | | | |
| Housing Creation | $687,000(PV) | | approved |
| Other: | (Housing Creation) | | |

Estimated Remaining Financial Gap: $0 Must guarantee
Housing Creation Stream

Estimated Total Development Cost: $11,867,284

**BOSTON REDEVELOPMENT AUTHORITY**
**HOUSING PRODUCTION PIPELINE**

General Information
Project Name: 640 Tremont Street
Address: 640 Tremont Street
Neighborhood: South End
Developer/Sponsor: Inquilinos Boricuas en Accion (IBA)
MBE/WBE:
Non-Profit: Community Development Corp. (minority)
Consultant: Henry Joseph Associates
Architect: Antonio/DeMambro/Comunitas
Legal Counsel: Tom Schnorr-Palmer and Dodge
Contractor:

Project Information

| | Total | SRO/0 BR | 1 BR | 2 BR | 3 BR | 4 BR |
|---|---|---|---|---|---|---|
| # of Units: | 27 | 1 | 7 | 13 | 6 | 0 |
| Rental: | 0 | 0 | 0 | 0 | 0 | 0 |
| Ownership: | 27 | 1 | 7 | 14 | 5 | 0 |
| Affordable: | 18 | 0 | 4 | 10 | 4 | 0 |

New Construction: All except foundation
Rehabilitation: -
Elderly: -
Special Needs: 3,705 units (2 BR)

Parking Spaces: 21 below grade
Other Uses (SF): commercial 3,650 sq. ft.
Total SF: 37,440 sq. ft. (gross)
Site Area: 12,900 s.f.
FAR: 2.88
Site Ownership: BRA

Review Process - Actual or Projected Dates of Approval
Project Notification Form submitted: N/A
BRA Tentative Designation: 10/8/87
Design Review: 12/3/88
Environmental Review: N/A
Transportation Access Plan: N/A
Boston Residents Construction Employment Plan: 7/89
Boston Affirmative Fair Housing and Marketing Plan: 7/89
DIPP Agreement: N/A
BRA Final Designation: 7/89

Zoning Review - Actual or Projected Dates of Approval
Building Permit Application: 2/89
ISD Refusal: 3/89
ZBA Application: 3/89
BRA Recommendation: 4/27/89
ZBA Hearing: 5/30/89
ISD Approval of Working Drawings: 7/89
Building Permit Issued: 7/89

Project Finance -
Equity: $1,178,956 (includes developers fee, public subsidies) and subordinated loans and grants.

Private Sources:

| Lender | Amount |
|---|---|
| Blackstone Bank (not yet committed) | $3,147,622 |

Public Sources:

| Program | Amount | Applied | Approved |
|---|---|---|---|
| HOP | TBD (pending 10/88 Prelim.condo.est. | | |
| MHFA 1st Homebuyer | TSD resol. of 1 BR issue) | | 89 |
| SHARP | | | |
| R-DAL | | | |
| Section 8 | | | |
| Chapter 707 | | | |
| Chapter 689 | | | |
| HIF | | | |
| TELLER | | | |
| 705 | | | |
| Tax Credits | $360,000 | | |
| CDAG | | | |
| UDAG | | | |
| Linkage | | | |
| Housing Creation | $500,000 | 7/88 | 8/88 (conditional) |
| Other: Urgent Needs | $262,000 | 10/88 | 12/88 |

Estimated Remaining Financial Gap: $6,495

Estimated Total Development Cost: $4,505,589

PP1.2

**BOSTON REDEVELOPMENT AUTHORITY**
**HOUSING PRODUCTION PIPELINE**

General Information

| | |
|---|---|
| Project Name: | Lodging House |
| Address: | 1734-1740 Washington Street |
| Neighborhood: | South End |
| Developer/Sponsor: | Paul Sullivan Housing Trust |
| MBE/WBE: | No |
| Non-Profit: | Yes |
| Consultant: | Trinity Consulting |
| Architect: | Migliassi/Jackson |
| Legal Counsel: | Hale & Dorr |
| Contractor: | Shawmut |

Project Information

| | Total | SRO/0 BR | 1 BR | 2 BR | 3 BR | 4 BR |
|---|---|---|---|---|---|---|
| # of Units: | 33 | 32 | 1 | | | |
| Rental: | 33 | | | | | |
| Ownership: | | | | | | |
| Affordable: | 33 | 32 | 1 | | | |
| New Construction: | | | | | | |
| Rehabilitation: | yes | | | | | |
| Elderly: | | | | | | |
| Special Needs: | SRO for transitional alcoholic population with support services. | | | | | |

| | |
|---|---|
| Parking Spaces: | - 0 - |
| Other Uses (SF): | commercial/retail 3160 |
| Total SF: | 14,300 |
| Site Area: | 4,410 |
| FAR: | |
| Site Ownership: | transferred BRA to PSHT 12/28/88 |

Review Process - Actual or Projected Dates of Approval
Project Notification Form submitted:
BRA Tentative Designation: 11/10/88
Design Review: schematic 3/89
Environmental Review: N/A
Transportation Access Plan: N/A
Boston Residents Construction Employment Plan: 4/89
Boston Affirmative Fair Housing and Marketing Plan: 12/20/88
DIPP Agreement:
BRA Final Designation: 12/22/88

Zoning Review - Actual or Projected Dates of Approval
Building Permit Application: 2/89
ISD Refusal: 3/89
ZBA Application: 3/89
BRA Recommendation: 3/89
ZBA Hearing: 3/89
ISD Approval of Working Drawings: 5/89
Building Permit Issued: 5/89

## Project Finance

Equity:

Private Sources:

| Lender | Amount |
|---|---|
| Blackstone Bank (Construction Loan $1.2m) | |

Public Sources:

| Program | Amount | Applied | Approved |
|---|---|---|---|
| HOP | | | |
| MHFA 1st Homebuyer | | | |
| SHARP | | | |
| R-DAL | | | |
| Section 8 | 17 certificates | | BRA approval |
| Chapter 707 | | | 12/89 |
| Chapter 689 | | | |
| HIF | $500,000 | 12/89 | 6/89 |
| TELLER | | | |
| 705 | | | |
| Tax Credits | $927,812 | | 12/88 |
| CDAG | | | |
| UDAG | | | |
| Linkage | | | |
| Housing Creation | | | |
| Other: | | | |
| BRA | $500,000 | 5/89 | |

Estimated Remaining Financial Gap: - 0 -

Estimated Total Development Cost: $2,137,812

**BOSTON REDEVELOPMENT AUTHORITY**
**HOUSING PRODUCTION PIPELINE**

General Information
Project Name: Roxbury Corners Housing
Address: 1797-1815 Washington Street, 1777-1789 Washington Street
Neighborhood: South End Neighborhood
Developer/Sponsor: UDC/BBC/UNLR Joint Venture
MBE/WBE:
Non-Profit: yes
Consultant: Great Boston Community Development, Inc.
Architect: CPF Domenech and Hicks, Inc. Architects
Legal Counsel: To be selected

Project Information

| | Total | SRO/0 BR | 1 BR | 2 BR | 3 BR | 4 BR |
|---|---|---|---|---|---|---|
| # of Units: | 48 | 1 | 6 | 18 | 19 | 4 |
| Rental: | 48 | | | | | |
| Ownership: | Rental | | | | | |
| Affordable: | 36 | | | 13 | 19 | 4 |

New Construction: 32 Units
Rehabilitation: 16 Units
Elderly:
Special Needs:

Parking Spaces: 15
Other Uses (SF): Commercial 6,990 Square Feet
Total SF: 72,000
Site Area: 35,955
FAR: 2.0
Site Ownership: Boston Redevelopment Authority

Review Process - Actual or Projected Dates of Approval
Project Notification Form submitted:
BRA Tentative Designation: 1777-1789 Wash. St. 10/8/87 & 12/8/88
Design Review: 5/89
Environmental Review: N/A
Transportation Access Plan: 7/89
Boston Residents Construction Employment Plan: 9/89
Boston Affirmative Fair Housing and Marketing Plan: 7/89
DIPP Agreement:
BRA Final Designation: 12/89

Zoning Review - Actual or Projected Dates of Approval
Building Permit Application: 4/89
ISD Refusal: 5/89
ZBA Application: 5/89
BRA Recommendation: 5/89
ZBA Hearing: 6/89
ISD Approval of Working Drawings: 11/89
Building Permit Issued: 12/89

Private Sources:

| Lender | Amount |
|---|---|

Agent: Tucker, Athony, R. L.Day, Inc. $4,491,370.

Public Sources:

| Program | Amount | Applied | Approved |
|---|---|---|---|
| HOP | | | |
| MHFA 1st Homebuyer | | | |
| SHARP | | | |
| R-DAL | $232,931. | 12/88 | |
| Section 8 | | | |
| Chapter 707 | | | |
| Chapter 689 | | | |
| HIF | $500,000 | 5/89 | |
| TELLER | | | |
| 705 | | | |
| Tax Credits | $1,300,000 | | |
| CDAG | | | |
| UDAG | | | |
| Linkage | | | |
| Housing Creation | $1,500,000 | | |
| Other: CEDAC | $10,000 | | |
| GBCD Charitable Trust | $60,000 | yes | yes |

Estimated Remaining Financial Gap:

Estimated Total Development Cost: $7,671,157

PP1.4

General Information

Project Name: East Concord Street Housing
Address: 6-24 East Concord Street
Neighborhood: South End
Developer/Sponsor: Old Boston Restorations, Inc./Lancaster Limited Partnership
MBE/WBE:
Non-Profit:
Consultant:
Architect: Herbert Zeller
Legal Counsel: Jack Walkey, c/o Choate, Hall& Stewart
Contractor: Old Boston Restorations

Project Information

| | Total | SRO/0 BR | 1 BR | 2 BR | 3 BR | 4 BR |
|---|---|---|---|---|---|---|
| # of Units: | 40 | | 2 | 38 | | |
| Rental: | 40 | | | | | |
| Ownership: | | | | | | |
| Affordable: | 12 | | | | | |
| New Construction: | 40 | | | | | |
| Rehabilitation: | | | | | | |
| Elderly: | | | | | | |
| Special Needs: | | | | | | |

Parking Spaces: 38
Other Uses (SF):
Total SF: 44,037
Site Area: 16,310
FAR: 2.7
Site Ownership: BRA and Old Boston Restorations

Review Process - Actual or Projected Dates of Approval
Project Notification Form submitted:
BRA Tentative Designation: 10/8/87
Design Review: Schematic Approval 8/18/88
Environmental Review:N/A
Transportation Access Plan: 3/89
Boston Residents Construction Employment Plan: 3/6/89
Boston Affirmative Fair Housing and Marketing Plan: 3/3/89
DIPP Agreement:
BRA Final Designation: 5/11/89

Zoning Review - Actual or Projected Dates of Approval
Building Permit Application: 9/20/88
ISD Refusal: 10/88
ZBA Application: 10/12/88
BRA Recommendation: 11/10/88
ZBA Hearing: 12/6/88 and 1/10/89
ISD Approval of Working Drawings: 5/89
Building Permit Issued: 5/89

Equity: $900,000

Private Sources:

| Lender | Amount |
|---|---|
| Northeast Mortgage Corp. & University Financial Service | $2,581,972 |

Public Sources:

| Program | Amount | Applied | Approved |
|---|---|---|---|
| HOP | | | |
| MHFA 1st Homebuyer | | | |
| SHARP | | | |
| R-DAL | | | |
| Section 8 | 12 Certificates through advertising | | |
| Chapter 707 | | | |
| Chapter 689 | | | |
| HIF | | | |
| TELLER | | | |
| 705 | | | |
| Tax Credits | | | |
| CDAG | | | |
| UDAG | | | |
| Linkage | | | |
| Housing Creation | | | |
| Other: | $283,254 | Yes | Yes |

Estimated Remaining Financial Gap:

Estimated Total Development Cost: $3,749,077

PP1.3

**BOSTON REDEVELOPMENT AUTHORITY**
**HOUSING PRODUCTION PIPELINE**

General Information
Project Name: Langham Court - SENHI I
Address: Shawmut/W. Springfield/Worcester
Neighborhood: South End
Developer/Sponsor: 4 Corners Development Corp.
MBE/WBE:
Non-Profit: Yes
Consultant: Greater Boston Community Development, Inc.
Architect: Goody, Clancy and Associates
Legal Counsel: Hale & Dorr
Contractor:

Project Information

| | Total | SRO/0 BR | 1 BR | 2 BR | 3 BR | 4 BR |
|---|---|---|---|---|---|---|
| # of Units: | 84 | | | | | |
| Rental: | 55 | 15 | 9 | 18 | 13 | |
| Ownership: | 29 | | 17 | 12 | | |
| Affordable: | 56 (50 Coop; 6 Condo) | | | | | |
| New Construction: | 84 | | | | | |
| Rehabilitation: | -0- | | | | | |
| Elderly: | NA | | | | | |
| Special Needs: | NA | | | | | |

Parking Spaces: 51
Other Uses (SF): Pkg. 23,060
Total SF: 88,842 Yes
Site Area: 44,951
FAR: 1.97
Site Ownership: BRA

Review Process - Actual or Projected Dates of Approval
Project Notification Form submitted: NA
BRA Tentative Designation: 10/8/87
Design Review: Schematic 4/11/88, Final Working Dwgs 3/89
Environmental Review: NA
Transportation Access Plan: 4/89
Boston Residents Construction Employment Plan: 5/89
Boston Affirmative Fair Housing and Marketing Plan: 5/89
DIPP Agreement: NA
BRA Final Designation: 6/89

Zoning Review - Actual or Projected Dates of Approval
Building Permit Application:9/2/88
ISD Refusal: 9/20/88
ZBA Application: 10/5/88
BRA Recommendation: 10/27/88
ZBA Hearing: Approved 11/88
ISD Approval of Working Drawings: 5/89
Building Permit Issued: 6/89

Project Finance

Equity:

Private Sources:

| Lender | Amount |
|---|---|
| | $3,765,734 |
| MMFA | 5,282,353 |

Public Sources:

| Program | Amount | Applied | Approved |
|---|---|---|---|
| HOP | | | |
| MHFA 1st Homebuyer | | | |
| SHARP | $242,674 (first yr.) | | Spring, 1988 |
| R-DAL | | | |
| Section 8 | | | |
| Chapter 707 | | | |
| Chapter 689 | | | |
| HIF | $500,000 | | 6/88 CEDAC |
| TELLER | | | 2/89 EOCD |
| 705 | | | |
| Tax Credits | $469,880 (First Yr.) | | 9/88 |
| CDAG | | | |
| UDAG | | | |
| Linkage | $1,300,000 NPN | | 1/88 |
| Housing Creation | 250,000 | Yes | Yes |
| Other: Build Loan | $1,500,000 | Fall 1988 | |

Estimated Remaining Financial Gap: $ 1,895,332
Estimated Total Development Cost: $13,619,921

**BOSTON REDEVELOPMENT AUTHORITY**
**HOUSING PRODUCTION PIPELINE**

General Information
Project Name: TDC IV
Address: 67-83 East Berkeley Street and 212-214 Shawmut Avenue
Neighborhood: South End
Developer/Sponsor: TDC Management, Inc., East Berkeley Street
MBE/WBE: MBE
Non-Profit: Yes
Consultant: Greater Boston Community Development
Architect: Stull/Lee
Legal Counsel: Brown, Rudnick
Contractor: C. B. Construction Company, Needham

Project Information

| | Total | SRO/0 BR | 1 BR | 2 BR | 3 BR | 4 BR |
|---|---|---|---|---|---|---|
| # of Units: | | | | | | |
| Rental: | | | | | | |
| Ownership: | 35 | 1 | 10 | 14 | 10 | |
| Affordable: | 23 | | | | | |
| New Construction: | | | | | | |
| Rehabilitation: | Yes | | 3 | 12 | 8 | |
| Elderly: | Not specified | | | | | |
| Special Needs: | 4 | | | | | |
| Parking Spaces: | 16 | | | | | |
| Other Uses (SF): | | | | | | |
| Total SF: | 38,105 | | | | | |
| Site Area: | 7,815 | | | | | |
| FAR: | 3.21 | | | | | |
| Site Ownership: | Transferred 1/6/89 BRA to TDC IV | | | | | |

Review Process - Actual or Projected Dates of Approval
Project Notification Form submitted:na
BRA Tentative Designation: 6/24/87
Design Review: Schematic Approved 3/28/88 Working drawing 7/14/88
Environmental Review: N/A
Transportation Access Plan: 7/88
Boston Residents Construction Employment Plan: 1/89
Boston Affirmative Fair Housing and Marketing Plan: 12/88
DIPP Agreement: NA
BRA Final Designation: 7/14/88

Zoning Review - Actual or Projected Dates of Approval
Building Permit Application: 10/20/87 and 8/16/88
ISD Refusal: 1/13/88 and 9/1/88
ZBA Application: 2/26/88 and 9/2/88
BRA Recommendation: 3/24/88 and 9/15/88
ZBA Hearing: 7/6/88 and 10/25/88

ISD Approval of Working Drawings: 2/89
Building Permit Issued: At risk issued construction underway
Final Building Permit 2/89

Project Finance

Equity: -0-

Private Sources:

| Lender | Amount |
|---|---|
| University Financial Services | $2,850,000 |

Public Sources:

| Program | Amount | Applied | Approved |
|---|---|---|---|
| HOP | $90,000 | 6/88 | 11/88 |
| MHFA 1st Homebuyer | | | |
| SHARP | | | |
| R-DAL | | | |
| Section 8 | | | |
| Chapter 707 | | | |
| Chapter 689 | | | |
| HIF | | | |
| TELLER | 1,380,000 | 1988 | 10/88 |
| 705 | | | |
| Tax Credits | | | |
| CDAG | | | |
| UDAG | | | |
| Linkage | | | |
| Housing Creation | 2,140,000 NV = $1,140,000 P>V> | | |
| Other: | | | |

Estimated Remaining Financial Gap: -0-
Estimated Total Development Cost: $4.25 M

**BOSTON REDEVELOPMENT AUTHORITY**
**HOUSING PRODUCTION PIPELINE**

General Information
Project Name: L-22, St. James Estates
Address: 36,848 SF bounded by St. James St., St. James Place Washington St. & a building U. S. Glass Service Co.

Neighborhood: Roxbury
Developer/Sponsor:
MBE/WBE: St. James Estates
Non-Profit: Development Corp.
Consultant: H. F. Hunter Co. CPA
Architect: Fuller Design, Inc.
Legal Counsel: Elisa Hall, GC-D Stone Development

Project Information

| | Total | SRO/0 BR | 1 BR | 2 BR | 3 BR | 4 BR |
|---|---|---|---|---|---|---|
| # of Units: | 22 | | | | | |
| Rental: | | | | | | |
| Ownership: | | 0 | 0 | 15 | 5 | 2 |

Affordable: 36% - 8 Two Bedroom Units
New Construction:
Rehabilitation:
Elderly:
Special Needs:

Parking Spaces: 27 Total, 16 have garages
Other Uses (SF):
Total SF: 30,7907 Gross SF
Site Area: 36,848 SF
FAR: 2
Site Ownership: St. James Estates Development Corp.

Review Process - Actual or Projected Dates of Approval
Project Notification Form submitted:
BRA Tentative Designation: 6-18-87
Design Review:
Environmental Review:
Transportation Access Plan: N/A
Boston Residents Construction Employment Plan:
Boston Affirmative Fair Housing and Marketing Plan: 11-30-87
DIPP Agreement: N/A
BRA Final Designation: 1-28-88

Zoning Review - Actual or Projected Dates of Approval
Building Permit Application: 11-8-87

ISD Refusal: 12-7-87
ZBA Application: 12-10-87
BRA Recommendation: 12-17-87
ZBA Hearing: 3-29-88
ISD Approval of Working Drawings:
Building Permit Issued: 3-29-88
Construction Start - 11-88

Project Finance

Equity: 599,268

Private Sources:

| Lender | Amount |
|---|---|
| Construction Loan-Bank of Boston | $1,980,000 |

(must be paid back from sales)

Public Sources:

| Program | Amount | Applied | Approved |
|---|---|---|---|
| HOP | | | |
| MHFA 1st Homebuyer | | | |
| SHARP | | | |
| R-DAL | | | |
| Section 8 | | | |
| Chapter 707 | | | |
| Chapter 689 | | | |
| HIF | | | |
| TELLER | | | |
| 705 | | | |
| Tax Credits | | | |
| CDAG | | | |
| UDAG | | | |
| Linkage | | | |
| Housing Creation | | | |
| Other: Revenue from sales | 2,449,268 | | |

Estimated Remaining Financial Gap: (130,000)

Estimated Total Development Cost: 2,579,268

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# SOUTH END

# OPEN SPACE NEEDS ASSESSMENT

**Submitted to the Boston Redevelopment Authority**

Stephen Coyle, Director
Board Members
Robert J. Farrell, Chairman
John J. Walsh, Vice Chairman
James K. Flaherty, Treasurer
Clarence J. Jones, Vice Treasurer
Michael F. Donlan, Vice Chairman, Subcommittees
Kane Simonian, Secretary

**by**

**Boston Urban Gardeners, Inc.**

**February, 1988**

MEMORANDUM

TO: The South End Community

FROM: Stephen Coyle, Director

DATE: February 29, 1988

RE: Comments on the South End Open Space Needs Assessment

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Residents of the South End have set a high standard of commitment to the future of this neighborhood by participating, and in many cases initiating, planning and zoning measures designed to address community concerns.

In June 1986, the City first announced the South End Neighborhood Housing Initiative (SENHI) to create needed housing on city-owned land. The guidelines for the SENHI program were shaped by an unprecedented community review process which resulted in standards for affordability, parking, urban design, gardens and open space, among others. The outcome of the first phase of SENHI -- 302 new units of housing with 211 affordable units; parking; and open space -- is testimony to a new era of partnership between the community and city planners.

In conjunction with SENHI, the city commissioned a density study to assist in evaluating community-initiated zoning proposals to reduce density. This study, "The South End Density Impact Study", covered nine of the South End Planning District's thirteen census tracts. The study supported the community's proposed zoning measures, and after alot of hard work on the part of community residents and city planners, those zoning measures are now law.

Planning to ensure the quality of life in the South End must include an understanding of the interdependence between housing and open space. Last year the BRA asked Boston Urban Gardeners to prepare an open space needs assessment including all census tracts within the South End Planning District. The purpose of this study was to provide the BRA and the community with an overview of open space issues to be considered in the course of planning for South End.

The South End Open Space Needs Assessment offers an in-depth examination of the population characteristics and open space resources of each census tract within the South End, and relies extensively on interviews with residents to determine the community's needs and preferences. It is not only an analysis of current and future conditions, but a reflection of the community's needs and aspirations.

I would like to commend Boston Urban Gardeners and the residents of the South End who participated in this study for their diligence and commitment to planning for the future of their community. This study will serve as an important planning tool to provide the public open spaces that are critical to the quality of life of all South End residents.

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Census Tract 711
Census Tract 712
Census Tract 804
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## APPENDIX

Chart of Parcel Zoning and Designation Recommendation
Sample Questionnaire
Background: Community Gardens
Schematic Design Proposal for East Berkeley Street Garden Site

## BIBLIOGRAPHY

# METHODOLOGY

For the purposes of this study, we separated the South End into its thirteen separate census tracts as delineated by the U.S. Census Bureau. For each census tract, we examined demographic characteristics in order to assess the particular open space resources required for that area.

For the purposes of this study, we are using the 1980 Federal Census, which provides information on a census-tract basis. According to this census, the population of the South End in 1980 was 27, 125.[1]

Within the context of the census tract analysis, we next took an inventory of the range of public and private, designated and undesignated open space resources available in each census tract, and evaluated the size, ownership and maintenance mechanism for each space to the greatest degree possible.

In conjunction with the inventory of open spaces by census tract, we undertook a series of interviews with residents, workers, park users, and community leaders to obtain their general attitudes about open space in the South End and their specific views about each space. (A sample questionnaire is attached; see Appendix.) More than 150 people were interviewed.

We also examined all available past planning studies of the South End, with particular focus on the studies leading up to the 1965 South End Urban Renewal Plan, the plan itself and associated maps, and the 1987 South End Density Impact Study and Zoning Recommendations.

We also reviewed past open space plans for the City of Boston, the use of open space standards generally and in Boston, and South End population projections. After substantial analysis, we decided upon an open space acreage per 1,000 population standard to use as a guideline for the purpose of this study. Finally, we reviewed development plans for areas adjacent to the South End.

Our recommendations were made on the basis of community concerns, conventional open space planning methodology, population projections, and what we hope to be sound and practical professional judgment.

It should perhaps be noted that this study pertains to recreational and open space needs only. To that end, residents and community leaders gave their time and thoughts to issues relevant to this study and no others. We are aware of the critical housing shortage in the South End and of other demands on this one-square-mile neighborhood, and recognize that occasionally the community and its planners must decide among important and competing priorities. It was our intent to contribute to a necessarily complex decision-making process

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1 The more recent census of 1985 originally showed the South End to contain almost 30,000 persons. After this census was contested by the state, the South End took a disproportionate cut in estimated population, losing almost 5,000 persons in the final reduced count, accounting for a full one-fourth of the reduction city-wide.

One thousand new units of housing in the South End are underway which would, if multiplied by Boston's average occupancy rate of 2.4 persons/unit, bring the South End's estimated 1985 population of 25,000 to approximately 27,400 before the year 1990, and the next census. This is equivalent to the 1980 census total We are therefore using the 1980 census numbers exclusively for the purposes of this study.

by performing a rigorous and comprehensive analysis of the open space needs of the South End community within the time and budget allotted.

We hope that in the final analysis this study will serve especially those families and individuals who depend upon both affordable housing and nearby public open spaces, and that means will be found to achieve a high quality of life for all South End residents.

# EXECUTIVE SUMMARY

## Existing Conditions

- The South End Planning District, which covers the South End and Lower Roxbury, is one of the most densely populated areas in the city. Within approximately one square mile of land area, the district contains approximately 27,000 residents and, with 40 acres of public open space, roughly 1.46 acres of public open space per 1,000 residents. This compares with 5.45 acres of public open space per 1,000 residents in the Back Bay; 7.42 acres/1,000 residents in South Boston; and 2.19 acres/1,000 residents in Charlestown.

- Density and demographic characteristics of the district indicate that a large percentage of residents rely on access to nearby public open space. Many residents live on fixed incomes or below the poverty line, and many do not have access to a car. These factors limit access to private or semi-private open spaces or to public open spaces in adjoining neighborhoods. The need for public open space is underscored by the nature of the neighborhood's housing stock. Housing is generally multi-family and rental, allowing limited access to private backyards and roofdecks.

- The South End Planning District's significant public open space resources (Peters Park, 2.3 acres; Southwest Corridor Parkland, 5.55 acres in the study area; Titus Sparrow Park ,1.5 acres; Rotch Playground, 2.8 acres; Ramsay (Derby) Park, 5.5 acres; Carter Playground, 5 acres) are located at the edges of the neighborhood. This limits access by some residents of central portions of the district, and also indicates that the neighborhood's large open space resources are shared by residents of other planning districts.

- The total population of the planning district is projected to be 30,400-33,000 by the year 2000. After extensive analysis of urban open space planning approaches and standards in current and past use, Boston Urban Gardeners adopted the 1.6-2.5 acres of public open space per 1,000 residents standard used by Thomas Planning Services, Inc., for the BRA's South End Density Impact Study and Zoning Recommendations(January, 1987). While the midrange of the standard, or 2 acres per 1,000 residents would be ideal, a ratio of 1.6 acres of public open space per 1,000 residents is recommended for the South End Planning District based on need, community preferences for land uses, and the amount of available land. This indicates the need for a total of 50-53 acres of public open space by the year 2000 based on the BRA's projected South End Planning District population, or 10-13 acres more than the 40 acres currently designated as permanent public open space.

## Results of Community Interviews

The recommendations included in this report are consistent with an apparent community consensus. The apparent consensus, drawn from in-depth interviews with residents and community leaders, is as follows:

1) There is currently almost enough public open space in the neighborhoods to serve today's population. However, existing open space suffers lack of use due to poor physical conditions, erratic maintenance, vulnerability to crime and drug dealing, and overall negative expectations. These conditions do seem to be changing for the better.

2) There are not enough usable tot lots in the area. This is a critical need, not only for families with young children, but for almost every daycare facility in the neighborhood.

3) The large, multi-use playgrounds could benefit substantially from programming and skilled adult supervision. Supervision would support youth at risk, reduce crime and vandalism, and enable smaller children to use the playgrounds without fear.

4) The neighborhood's community gardens are perceived as part of the existing open space system. If anything, more gardens are desired.

5) There appears to be some degree of longing for a "greensward" or large passive park area. Currently the only even moderately large green spaces -- Blackstone and Franklin Squares -- are perceived as generally unusable due to negative social behavior in their centers.

6) Residents appreciate small landscaped areas -- street trees, vest-pocket parks, nicely kept front yards -- although there is some feeling of exclusion from locked open spaces. These spaces add to an overall sense of quality of life, but are not seen as substitutes for more usable areas.

7) The creation of additional public open space should keep pace with increased densities from new residential and commercial development in the neighborhood.

## Recommendations

Land Use Planning Recommendations

- Significant potential exists to meet the goal of an additional 13 acres of public open space. According to the community's preferences, a mix of large "greensward" areas, active play spaces, smaller landscaped and gardened areas is desirable.

- The neighborhood's 10 community gardens (3.3 acres), as well as a tot lot and two small passive parks, not now protected from development (.3 acres) should be zoned as open space and designated to a South End Open Space Land Trust. The Trust would reflect the diverse needs and interests of the community and be established to own and maintain these and other future South End open spaces for public benefit. Successful models of open space land trusts in other cities should be explored.

- The Massachusetts Department of Public Works' 5.3-acre right-of-way along Melnea Cass Boulevard has the potential to be a significant open space resource combined with development. Future transit development should be designed to preserve the land at grade for community use.

- Additional open space should be incorporated into SENHI Phase II developments where appropriate.

- Development of the Turnpike Air Rights should include significant active and passive open space resources to serve both Chinatown and the South End. The Zoning Commission has adopted Article 33, open space subdistricts, which allows for mapping transit corridor air- rights to require that 50% of the area be used for open space.

- The development plan for the Newmarket Square/South Bay should include recreational and passive open space resources to serve the South End, Roxbury, Dorchester and South Boston neighborhoods. Open space consideration should be integrated with the primary goals of the EDIC plan for development of area.

- As much open space as possible should be incorporated into future Crosstown Industrial Park development given the high population densities in the area and the need for more varied open space resources. Examples of the successful integration of commercial and open space uses are the ballfield at Digital and the tot lot at Stride Rite.

- Every effort should be made to explore options for creating additional large-scale green areas in conjunction with planning for major projects on the neighborhood's periphery. For example, the proposed plan for the Fort Point Channel District now under community review provides for substantial new open space. With coordinated planning, the South End could obtain access to a substantial passive park area on the northeast side of the district, and appropriate open space links should be explored. Planning by the State Executive Office of Transportation and Construction for the depression of the Central Artery and construction of the Third Harbor Tunnel should also incorporate substantial open space planning links to the South End.

Capital Improvements Recommendations

Boston Urban Gardeners recommends that:

1) the Boston Parks and Recreation Department improve all city-owned recreational and open space facilities in the South End/Lower Roxbury, consistent with the Mayor's Office of Capital Planning Department's 5-year Open Space Plan, with particular emphasis on the neighborhood's tot lots and multi-use playgrounds;

2) the Boston Public Facilities Department reclaim the Mackey School paved schoolyard,at least in part, for passive and active recreational use by children, in consultation with the Mackey School principal and staff and the Ellis Neighborhood Association;

3) the Blackstone School yard be cleaned of glass, that benches and play equipment be repaired, and the Community School's desire for a mural and garden be explored and supported by the City of Boston's Public Facilities Department;

4) the Hurley School playground, currently paved and partially used for parking, be redesigned, at least in part, by the City of Boston's Public Facilities Department in close consultation with the principal, staff and neighbors, to provide safe spaces for passive and active recreation;

5) the South End Branch Library's courtyard be redesigned by the City of Boston's Public Facilities Department for greater visual access and safety. The redesign should include removal of the brick columns and upgrading of the courtyard to permit its use for library-related children's activities and passive recreation;

6) the BRA, in consultation with management and tenants, analyze existing conditions of the interior courtyards and recreational spaces within the Castle Square Development and develop a plan for the gradual upgrading of the exterior environment;

7) the BRA, in cooperation with the Methunion Manor Court, explore the possibility of creating a summer spray water feature for small children in the currently underutilized passive park next to Methunion at Pembroke and Columbus;

8) the Boston Parks and Recreation Department explore, with Back Bay Aging Concerns United, the Franklin Square House, and the developers of RC-9, the advisability of restoring the South End Burial Ground as a site of historic significance and for its potential as a passive recreational resource;

9) the Parks and Recreation Department upgrade Waltham Square, adjacent to St. Helena's, and improve access for senior and handicapped residents of the area through construction of a ramp.

Capital improvements are also associated with recommendations for zoning and designation of the South End/Lower Roxbury's existing community gardens, a tot lot and small passive park, all now unprotected and in need of redesign and upgrading.

Programming and Maintenance Recommendations

Boston Urban Gardeners recommends that:

1) the Boston Parks and Recreation Department make every effort to achieve optimum use of existing open space resources through improved routine maintenance of its facilities, with particular emphasis on the South End/Lower Roxbury's tot lots and playgrounds;

2) the Boston Parks and Recreation Department make every effort to provide regular staffing and programming at the large multi-use playgrounds which serve youth at risk, particularly Carter, Peters, Ramsey and O'Day Playgrounds. This is already planned, within budget constraints;

3) Blackstone and Franklin Squares, perhaps in combination with the South End Burial Ground, would benefit greatly from the presence of a park ranger to provide historical interpretation and recreational supervision to a broader range of residents (smaller children, older seniors) than now feel comfortable using these important South End open space resources;

4) the MBTA, perhaps in conjunction with the MDC and Boston Parks And Recreation Department, publicize the new Orange Line's improved access to many of the city's prime parklands (Franklin Park, Arnold Arboretum, the Southwest Corridor Parkland) for South End/Lower Roxbury residents (and other residents who live along the Orange Line) in the multiplicity of languages appropriate for the area;

5) semi-public courtyards and tot lots at large multi-family public and subsidized housing developments be reviewed by management staff for safety and accessibility. The Boston Police Department must assist management in ensuring that these and other play areas (including school yards) are not abused by drug traffickers.

## Chapter Summaries

Environmental Character

The South End is one of Boston's most densely populated neighborhoods, but has one of its lowest open space/population ratios. The vast majority of South End residents do not have access to private yards or private recreational resources and depend upon nearby public open spaces.

The South End lacks a natural topography as well as the natural borders -- waterfront or substantial green areas -- which mitigate urban densities in most other Boston neighborhoods.

While the South End contains a relatively small amount of public open space, much of it is based on the original Victorian pattern of parks and squares, and subsequent high quality planning and landscaping. The neighborhood also contains one of the finest playgrounds in the city and several exemplary pocket parks and community gardens.

Some parts of the South End are well served by existing open space resources. Others are severely underserved. Future open space development should rectify these inequalities to the greatest possible extent and also be consistent with the South End's historic layout. It should also reflect the multi-generational, multi-cultural character of the community.

The Historical Context

While the South end contains some of Boston's few remaining early 19th century open spaces and a nationally renowned Victorian layout, it was not planned for high residential densities. Designed before the great "Parks Movement" of the mid-to-late 19th century, it lacks the large-scale open space resources of many other Boston neighborhoods. However, the South End did benefit from the early 20th-century "Playground Movement" and from open space development during and after the urban renewal era of the 1960's and 1970's.

Open Space and Urban Renewal

Some pre-urban-renewal-plan studies called for substantial amounts of additional public open space (on the order of 70 acres total for a projected population of 30,000, or 2.33 acres/1,000 people). The actual Urban Renewal Plan of 1965 projected a more moderate increase. This included a number of new and upgraded schoolyards which, after the baby bust of the early 1970's, were seen as unnecessary.

In general, during implementation of the urban renewal plan, proposed open space initiatives were, for a variety of reasons, downscaled or eliminated. While more housing units than originally planned have been built, less open space than proposed has been developed. This has in general been consistent with the community's sense of its own priorities, and reflects a concern for individuals and families who were displaced or "priced out" of the South End. However, despite preparation of an Environmental Impact Statement in 1979 as part of the Financial Settlement of the South End's Urban Renewal Project, there was little analysis of future densities or quality of life issues.

This analysis is critical now to ensure a high quality of life to those residents of the South End who also depend upon access to affordable housing.

## The Future Development Context

During the period in which the final South End parcels are developed, other development within and at the edges of the South End will be taking place. A brief analysis of anticipated plans -- scattered-site development in the South End, expansion of the Prudential Center, development of Parcel 18, South Bay , the Turnpike Air Rights and the Crosstown Industrial Park -- concludes that most new development will not significantly contribute to the South End's open space inventory (with the possible exceptions of the Turnpike Air Rights and South Bay).

## The Issue of Standards

The use of open space planning standards is complex and controversial. A review of past and contemporary public open space standards applied to the South End shows a range from .95 acres/1000 persons to 10 acres/1000 persons. After analysis, the conclusion is drawn that the 1.6 to 2.5 acres/1000 population open space standard used in the South End Density Impact Study (BRA, January, 1987) provides the most useful framework for discussion.

Ideally, given its demographics, density and environmental characteristics, the South End should fall in the middle of this range, at 1.8 to 2.2 acres/1000 population for a total of 62 acres of public open space by the year 2000 (based on a BRA-projected population range of 30,400 - 33,000). This would imply a current deficit of 22.5 acres. However, in order to accomplish this, other priorities of the community (housing, parking, and commercial development) would have to be sacrificed to an unacceptable degree.

The point is made that to retain the current level of public open space amenity with a rising population, 9 acres should be added by the year 2000. However, the current level is slightly less than 1.5 acres/1000 and the community consensus indicates a desire for slightly more than current levels.

The section concludes with the recommendation that at least the minimum standard of 1.6 acres/1000 population be applied to the projected 30,400-33,000 population of the South End, reflecting a goal of 10-13 additional acres by the year 2000.

# OPEN SPACE AND THE URBAN RENEWAL PLAN

Despite early urban renewal-era studies of the South End which called for substantial amounts of new active and passive open space acreage (on the order of 50-65 additional acres for a total of 60-75 acres), the 1965 Urban Renewal Plan projected a more moderate increase: three large new playgrounds -- Derby, with a community recreation center on site, the "New Rotch" or Peters Park, and a playground next to the Boston Center for the Arts Complex; expansion of school playground facilities for the Mackey School; a number of small "vest pocket" parks and tot lots; and linear parks along Berkeley Street, Columbus Avenue, Warren Avenue, and Tremont Street.

The color-coded planning map developed for the South End Urban Renewal Plan also shows four new schools with large adjacent playgrounds: the new Carter School and playground; the new Blackstone School and playground (which was also to have incorporated a large paved public square and recreation area); a new elementary school and large playground on the "Frankie O'Day Block," which would have consumed the adjacent portion of Appleton Street; and a new elementary school and small playground adjacent to and in addition to what is now Peter's Park.

The renovated Boston City Hospital complex and the essentially new Boston University Medical Center complex are shown to be surrounded and penetrated by green, campus-like settings, forming part of a park-like edge for Harrison Avenue from Northampton Street to the far side of Cathedral Public Housing Development. Early planners were concerned with the density and lack of open space in and around Cathedral and saw urban renewal as an opportunity to create a greener setting for the public housing development. Cathedral High School, too, is shown in a park-like superblock containing a public recreation center along the green-edged Harrison Avenue, which intersects the proposed Berkeley Street linear park.

By the time the 1971 Urban Renewal Map was drawn up, however, many of these originally planned open spaces had disappeared or had been down scaled. In almost every instance during implementation (aside from the construction of Peters, Derby, Sparrow, Taylor, and Hayes Parks and the upgrading of Carter Playground), the intended "greening" of the South End was down scaled. While Plaza Betances, Harriet Tubman Square, and several new tot lots were developed, the scope of proposed open-space improvements suffered a variety of fates. According to the 1979 South End Urban Renewal Financial Settlement Environmental Impact Statement:

> Early planning included upgrading of the existing playground facilities. All playground construction and reconstruction projects applied for under the urban renewal plan such as the Mackey School, Bancroft and Rice Schools, Bates School and Williams School playgrounds, were turned down by the HUD. Playgrounds are termed supporting facilities by HUD and are therefore the responsibility of the City. However, several of the proposed playgrounds and playground improvements which HUD did not approve were completed by the BRA with other funds.
>
> In the original plan, parcels P6b (the Harry the Greek Block), P-6a (the East Berkeley Victory Gardens), and P-16 (Cathedral Park), were slated to be cleared of buildings and developed for park space. P6a and P6b were to be open space bordering the widened East Berkeley Street. P-16 was to be the playground for the Blackstone School. P6a was cleared of residential structures but P6b and P16 were not cleared. Plans were dropped to widen East Berkeley. These three parcels are considered major parcels for later analysis in the study. Alternatives being studied for P6a are victory gardens and new residential; for

> P6b, rehabilitated commercial and housing; for P-16, new commercial use combined with new IBA housing and the continuation of existing uses without BRA development.
>
> Another early plan which has been substantially amended was the proposed linear park treatment to Columbus Avenue, Tremont Street, Washington Street and Warren Avenue. The proposed improvements on Columbus, Tremont and Warren have been scaled back to widening of the sidewalks, the redesign of intersections, and landscaping as part of an Urban Systems Grant. The proposed park at the intersection of Appleton and Columbus will not be developed by means of urban renewal, but as a landscape feature of the Columbus Avenue reconstruction mentioned above. The proposed treatment of Washington Street is being used as part of the Orange Line replacement service study.

Of the proposed Mackey School Playground Expansion:

> HUD disapproved because the playgrounds are deemed supporting facilities and therefore the responsibility of the School Fund Budget. Project is not now programmed, and parcel is being considered for deletion from the plan. [This parcel is currently being developed.]

Of the New Carter Playground:

> The School is not scheduled for construction. If it is built, the playgrounds will be developed by the Boston Public Facilities Department with school construction funds on parcels 15 and 16. [This parcel is now being developed as Frederick Douglass Plaza].

Of course, much of this down-scaling, especially of schoolyards, seems reasonable. The baby boom, which had stretched into the early 1960's and the beginning of the urban renewal era, went bust. Too many of the early plans would have required additional demolition, and by the 1970's housing advocates and preservationists were able to prevent thoughtless trade-offs -- the Clarendon Street Baptist Church for a playground, the Harry the Greek Block for a link in a linear park.

However, the net effect of eliminating schoolyards and other "open" parcels from the plan, noted without much environmental impact analysis in the 1979 South End Environmental Impact Statement, was to reduce overall the amount of open space potentially available to residents. At the same time, development was increasing residential and commercial densities and the need for parking spaces, with perhaps unforeseen results.

According to the BRA's 1979 District Profile and Proposed 1979-1981 Neighborhood Improvement Program, prepared concurrently with the South End Urban Renewal Close Out EIS, the original South End Urban Renewal Plan "had recommended a total of 3,100 low and moderate income new housing units. The BRA and the City of Boston... [had] met and even surpassed this goal by having been responsible for more than 4,400 low/moderate income units, including 939 units designed especially for senior citizens." Also being prepared concurrently, the City of Boston's Five-Year Open Space Plan, applying the National Recreation and Park standard of 10 acres/1000 to the South End, was declaring in its report to the Commonwealth that the South End was deficient in its open space acreage by approximately 266 acres (!).

While the City's creation of more affordable housing units than originally projected should be applauded, and the proposal for 266 acres of additional open space rejected, these 1979 statistics, taken together, do indicate that the EIS did not sufficiently analyze the removal of proposed open space and schoolyard parcels from the plan before making its recommendations.

The only major formal adjustments in favor of open space from the original plan was the construction of Titus Sparrow Park on land previously reserved for public housing and a 1976 BRA Transportation Plan proposal to narrow Msr. Reynolds Way and create green-space on the Cathedral Public Housing Development side. To some extent, however, the former could be seen as a substitute for the never-built proposed playground expansion for the Mackey School and the proposed but unbuilt large open space adjacent to the Boston Center for the Arts (as per the first official map of the proposed Urban Renewal Plan of 1965) on land which now houses the Boston Ballet School. The second adjustment--in favor of a green edge to the densely populated Cathedral Housing Development--is now being requested by the Archdiocese as new greenspace adjacent to the Cathedral itself.

The Southwest Corridor can, in the same sense, be seen to some extent as a substitute for the proposed but unbuilt linear park along Columbus Avenue (although clearly the larger Southwest Corridor Park provides amenities and opportunities never dreamed of for Columbus Avenue). Plaza Betances can be seen as a substitute for the wide pedestrian plaza originally planned adjacent to Blackstone School.

The 1979 South End Environmental Impact Statement did mention a new form of open space that had surfaced on some of the still-vacant reuse parcels in the mid-1970s:

> Although never an objective of the plan, the victory gardens which have sprung up on various parcels which have been cleared by the urban renewal process have become institutionalized uses of open space. The future of these urban farm plots has been taken into account during the close-out process, in order to identify which gardens could become permanent open space and which may be only interim uses.

However, the Environmental Impact Statement did not evaluate in any detail the impact of the use of these self-selected open space parcels or what their loss would mean, despite the down-scaling or development of other parcels originally proposed as open space. The EIS also did not evaluate many of the BRA's smaller development parcels. In its final recommendations, the 1979 Environmental Impact Statement concluded:

> The preferred alternatives would add one new park, on the Infill Housing site at RE-7, and result in some additional recreational space being added to the Carter Playground, from the Existing Carter School Site. Open space along Washington Street, possibly only an interim use, would be added as part of the MacDonald Warehouse development. If the preferred alternatives are developed at the maximum practical levels as described in the feasibility study and not at the legal maximums, any additional developed open space will be provided as setbacks, landscaping and parking for new or rehabilitated housing, commercial and industrial uses. The small increase in residential and employment population resulting from this new development will not significantly affect the use patterns or demands on the existing park facilities.
>
> The implementation of the preferred alternatives on major parcels would eliminate small gardens on Parcels 30, 4, and PB-4, and a portion of a victory garden on P-6a. However, agreements between gardeners and future developers could permit the maintenance of the smaller gardens as part of the open space or landscaping adjacent to these new uses. In addition some of the minor parcels under study may become available to neighborhood associations for the establishment of new gardens, as part of the BRA's policy for disposition of minor parcels.
>
> Other open-space alternatives for major parcels which have been rejected as preferred alternatives are the planned playground at Mackey School on PB-1, which will remain along with the church and existing residential buildings; the athletic field proposed on 32C, located across from the recently built Peter's Park; and the park proposed for RE-2B, housing infill site.

The only major new open space proposed in the 1970 Environmental Impact Statement was a park on the former infill-housing site (RE-7) at Shawmut, West Springfield, and Worcester Streets, proposed for a time as "Lincoln Place." This parcel is currently planned as the site of 81 units of housing, with a proposed one-third of the site remaining as open space. The 1979 report also proposed that one-half to two-thirds of the Berkeley Street Garden, originally proposed as a linear park next to a widened street, be preserved as open space. The first SENHI document proposed revising the open space ratio to one-third to one-half of the site.

The point of this historical analysis is not to challenge past decisions or actions but to clarify the current situation. Open space has been consistently down-scaled, from one plan to another, since the beginning of the urban renewal era. While many of these decisions in themselves were reasonable and even laudable, inadequate attention was paid to environmental consequences or to possible alternate strategies to secure open space. While the current number of units/acre is actually somewhat lower than that projected in the original plan (according to the 1987 South End Density Impact Study), the actual units have required more land mass, perhaps reflecting the community's dissatisfaction with high-rise structures and a need for more parking. This has occurred at the expense of planned public open space.

It would be a tragedy if this small neighborhood, so well studied and planned, so close to downtown and so well served by public transportation, were to unwittingly trade its future quality of life and the recreational and celebratory activities made possible by public open space for increasing numbers of parking spaces.

While public debate in the South End has often centered on housing affordability or on the creation of housing versus open space, it is likely that the real focus at present should be on housing and open space versus parking space. The conclusion of this debate will determine whether the South End will offer a high quality of life to all of its residents -- especially to low and moderate income senior citizens and families -- or whether it will cater to a more affluent, probably more transient population which can afford both private transportation and private recreation.

As the BRA and the community move forward to develop the last remaining publicly owned parcels and to "fine tune" what was once the largest urban renewal district in the nation, careful consideration and analysis must be given to trade-offs among high-and low-rise structures, residential parking requirements, commercial development and parking, and public open space.

# THE ISSUE OF STANDARDS

In a study prepared for the Boston Redevelopment Authority in January, 1987, entitled South End Density Study and Zoning Recommendations, the consultant, Thomas Planning Services, Inc., states:

> Accepted Planning Standards recommend between one and six-tenths acres and two and one-half acres of neighborhood parks for each one thousand population. The same standards suggest that neighborhood parks serve an area within one-quarter to one-half mile of the park.[1]

It noted that:

> applying such standards to the study area population, there should be between approximately twenty acres and forty-five and one-half acres of neighborhood parks in the study area... The four and one-half acres of open space in the study area is inadequate; at least fifteen and one-half [additional] acres are indicated as needed for the present population.[2]

The issue of "accepted planning standards" is complex and controversial. As recently as 1982, the City of Boston, in its "Urban Parks and Recreation Recovery Action Program" report to the National Park Service (U.S. Department of the Interior), applied a 10-acre per 1000 urban population standard to each of Boston's neighborhoods, achieving in the South End an open space deficit of 238 acres (in a neighborhood which totals 627 acres).

This 10-acre/1000 population was also adopted by the Metropolitan Area Planning Council in its 1976 Regional Open Space Plan:

> The National Recreational Association and the Urban Land Institute both recommend 10 acres of open space per 1,000 population... For the urban communities mentioned above [Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, Somerville, and Watertown] there are five acres or less of open space per 1,000. In some neighborhoods, such as East Boston, the problem is particularly acute, with less than 3 acres per 1,000 population... It should be noted that the 10 acre per 1,000 population standard is intended as a general guide for the core area defined above. Boston, for example, uses a 5-acre per 1,000 standard.

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1The 1987 South End Density Impact Study based its standard of 1.6 to 2.5 on The Community Builder's Handbook, by J. Ross McKeever (Urban Land Institute, 1968) and the National Park Recreation and Open Space Standards, by Robert D. Buechner (National Recreation and Park Association, June 1971).

2The Density Impact Study included only nine of the South End/Lower Roxbury's thirteen census tracts (703,705,706,707,708,709,710,711, and 712) and only 18,282 of its total population of 30,000 (as first estimated for the 1985 State Census). The 1985 census figures were later disputed by the Commonwealth and revised downward. This process was and is in itself controversial. The South End Density Impact Study was based on the earlier and higher numbers. (A practical solution to the discrepancy and the current controversy might be to regard the study's conclusions as projections of future densities, as they are quite consistent with the BRA's minimum population projections for the year 2000).

The South End Density Impact Study concluded that: "Permitted density in the South End [study area] is much higher than that permitted in similar high density neighborhoods in the Boston region. Densities range from fifteen to twenty dwelling units per net acre in the communities surrounding Boston; the density in the study area is approximately thirty-four units per gross acre, or, assuming that streets, sidewalks and other public spaces consume half an acre, seventeen units per net acre. The analysis does indicate that the present density is within an acceptable range, provided that off-street parking and open space requirements can be met."

While the 5-acre per 1,000 population standard may serve as a planning guide for Boston as a whole (its application would imply an open space system of approximately 3500 acres for a population of 700,000, which is not unreasonable under current circumstances), this standard becomes close to meaningless when applied to a dense urban neighborhood such as the South End, where its application would create an unworkable deficit of approximately 119 acres. Moreover, such a standard applied by neighborhood does not take into account the fact that Boston's largest open space resource, the approximately 1,200-acre Emerald Necklace, is a regional system which transcends and even creates neighborhood boundaries.

On the other extreme of the discussion is a report by the Boston Redevelopment Authority's Planning Department in 1968, which asserted:

> In order to determine appropriate measurements for the adequacy of Boston's open space acreage, many sets of standards were examined. From various sources, a composite 'typical' standard was devised for neighborhood parks, playgrounds and playfields. A second set of standards set forth in the Philadelphia Comprehensive Plan were also reviewed. It is interesting to note that the two sets of standards are similar in service areas prescribed but differ significantly in the population to be served... The Philadelphia standards are much more consistent with urban densities and land economics and are adopted by this report as suitable guidelines for Boston.

The "typical" standard cited in the report for combined playgrounds, playfields and neighborhood parks ranged from 3.25 to 4.50 acres/1,000 population. The preferred "Philadelphia" standard, by contrast, proposed a scant .95 to 1.45 acres/1,000 population total (much less than the actual open space/1,000 population in most of Boston's neighborhoods at the time).

Applying this report's purported "typical" standard to the South End's 1980 population of 27,125, the neighborhood should now contain between 87.75 and 121.50 acres of public open space; according to its "Philadelphia" standard, between 25.65 and 39.15 acres. In fact, the South End does contain approximately 40 acres of public open space today, but the Philadelphia standard compares unfavorably with open space ratios in other Boston neighborhoods and with standards in contemporary use.

An earlier approach to the issue is the only one which actually enlightens the researcher with background reasoning. Arthur Shurtleff, a prominent landscape architect in Boston in the 1920's, in a report to the Boston Parks Department, discussed the relationship between park sizes, distances to population, and use. Although this study was written in 1925, many open space planners still find Shurtleff's standards and planning concepts to be useful today.

> In general, the more complete the equipment and arrangement and the more interesting the composition [of the park] , the greater becomes the region from which visitors will come.

He goes on to say that if the purpose of parks and playgrounds is to accommodate long-distance visitors, it would be very simple to design parks. However,

> the problem is vastly more difficult and more complicated. The needs of another group of visitors must be met. These patrons are the children, the mothers and nurses, and the young boys and girls of school age, and older persons who need parks and playgrounds for daily use throughout the whole year, and who can reach them only by walking.

Shurtleff argues that this region of use is limited by the distance to which these people are willing or able to walk. He believed that in such a city as Boston this distance is about one-quarter of a mile. In addition to the discussion of distance, Shurtleff also mentions the desirable size of parks and playgrounds, and he estimated that ten percent of a residence area is a reasonable space to devote to these uses.

According to this standard, the South End's 607 acres should contain approximately 60 acres of public open space, conveniently dispersed throughout the community in large seven-acre or so pockets of recreational activity and passive parks.

### Application of a Standard

On the basis of this review of the issue of standards, we have concluded that the 1.6 to 2.5 per 1,000 population standard cited by Thomas Planning Services in the South End Density Impact Study is in fact the most reasonable.[3] In supporting this standard we are not necessarily agreeing with the manner of its application or the conclusions drawn from its use in the South End Density Impact Study.

This conclusion is based not only on the literature cited above, but on a review of the population density and open space acreage of other Boston neighborhoods (see the chart: "Density by Boston's Planning Districts") and our analysis of the environmental character of the South End itself.

This 1.6-2.5 acres/1,000 people standard, applied to the South End's current (or 1980) population would suggest a desirable minimum of 43.4 acres to a maximum of 67.8 acres of public open space.

Given concomitant issues of density, income levels, general demographics, and neighborhood environmental character, the South End, in our estimation, should ideally fall within the middle range of this standard at 1.8 to 2.2 acres/1,000 or 48.8 to 59.7 acres of public open space at current population levels.

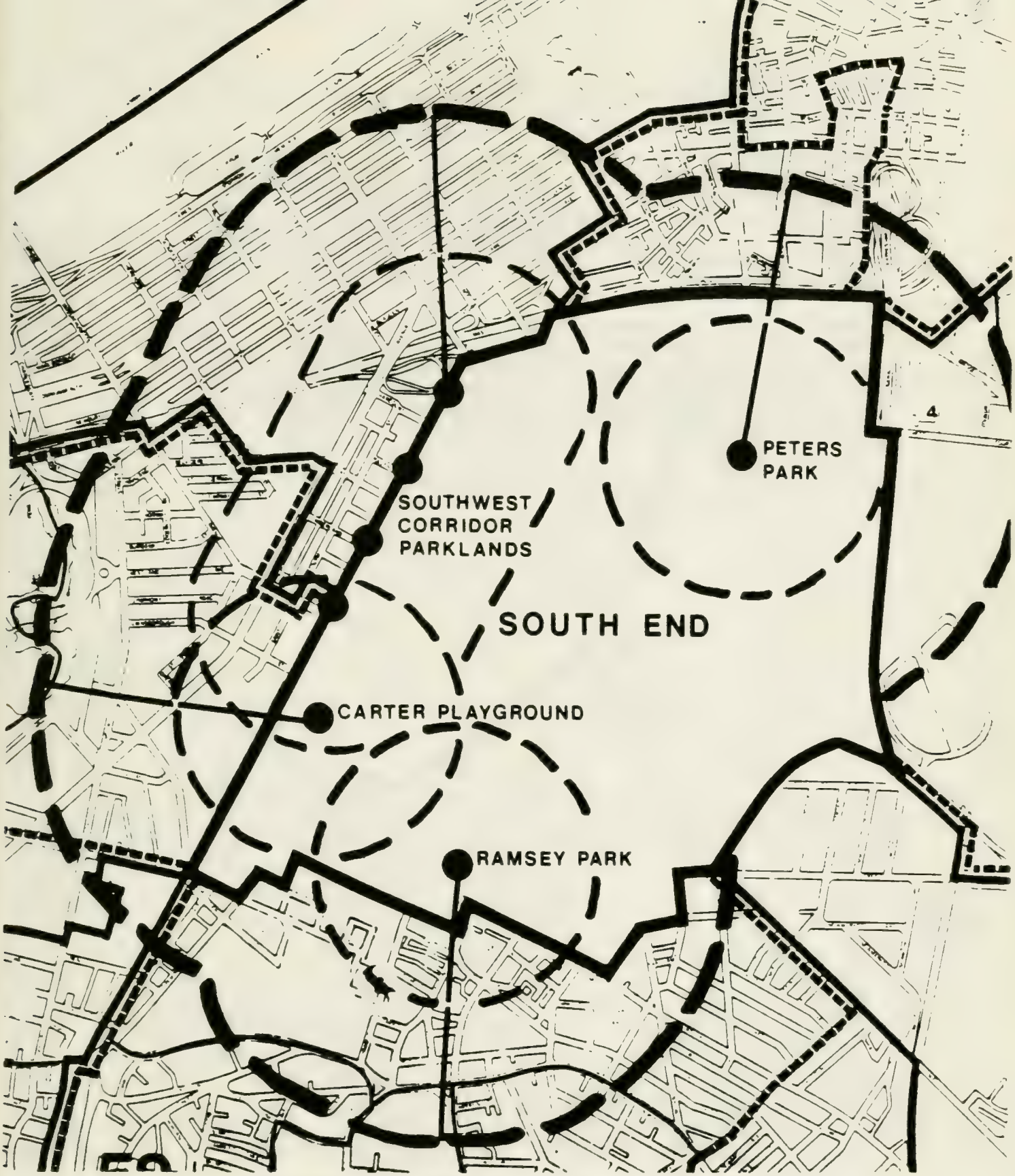
To keep pace with the South End's projected population of 30,400-33,000 by the year 2000 (BRA Research Department, July, 1987), the desirable public open space range would increase from 54.7 to 66.9 acres for the lower number and from to 59.4 to 72.6 acres for the higher population.

An ideal planning goal for the South End, in the center of this range would be 62 acres of public open space by the year 2000, for a current deficit of 22.5 acres. However, in order to attain this ideal, in our opinion too many other priorities for the community (housing, parking and commercial development) would have to be sacrificed.

It is possible that in the future, opportunities such as development on the Turnpike Air Rights, a future depressed Southeast Expressway, South Bay improvements or the opening of other unforeseen parcels will present new opportunities to secure public open space for

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3In agreeing with the use of this standard we are not necessarily agreeing with the manner of its application or the conclusions drawn from its use in the South End Density Impact Study.

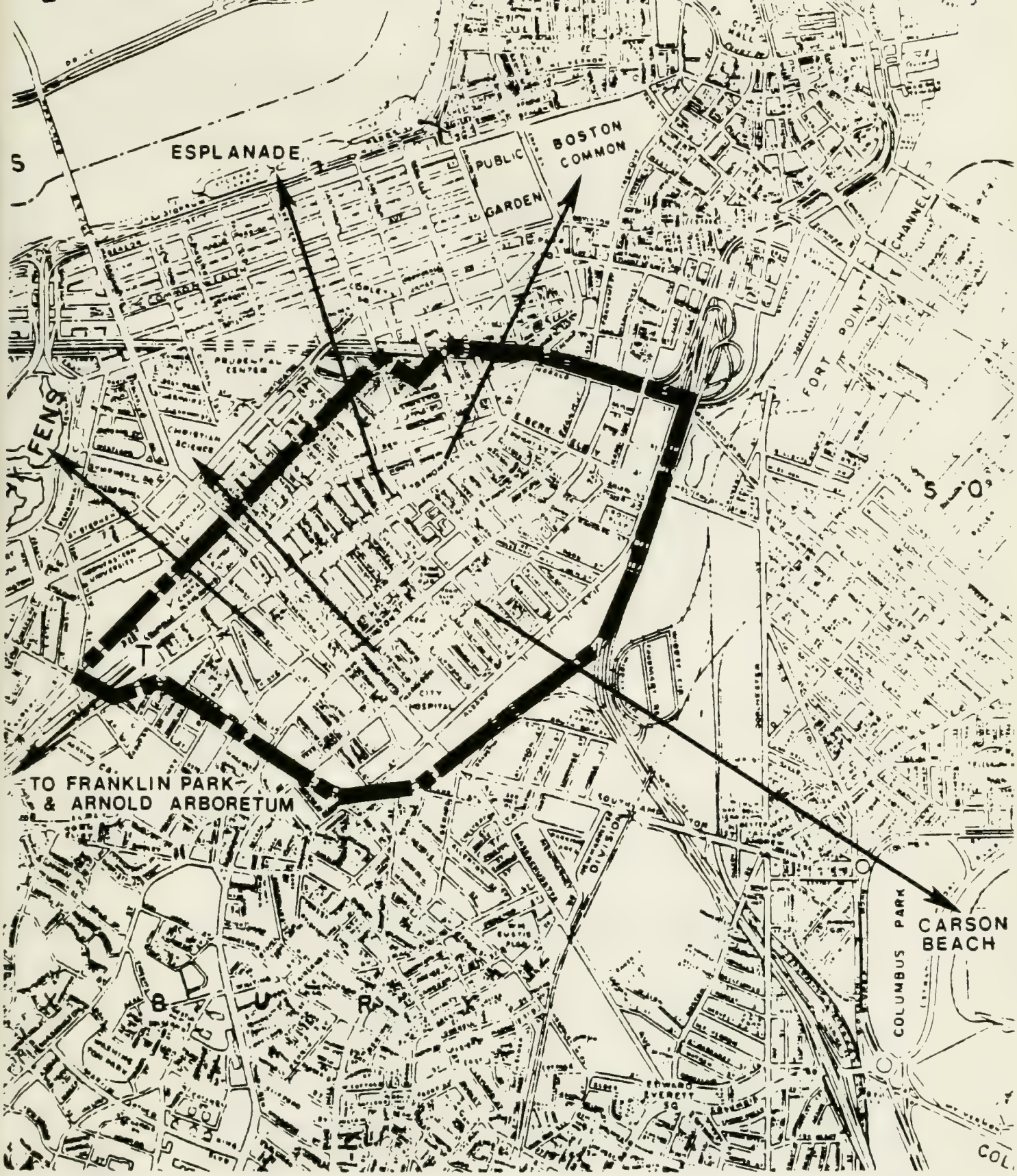



POPULATION SHARING: SOUTH END PLAYGROUND / RECREATIONAL FACILITIES

the community. The ideal planning goal of 62 acres should therefore be kept in mind when evaluating future development proposals and plans.

Another way to approach the South End's open space needs using an acreage/1,000 population planning standard would be to try and retain current levels of open space amenity based on maximum population projections for the year 2000. This approach would suggest a total of 49.4 acres of public open space for a projected South End population of 33,000 in the year 2000, retaining almost exactly the 1970 and 1980 ratios of 1.47 and 1.48 acres of public open space/1,000 residents. This approach would result in a current deficit of 9.5 acres.

Finally, and this is the option we favor, the minimum acceptable planning standard of 1.6 acres/1,000 persons could be applied to the South End's projected population for the year 2000 in order to increase slightly the overall level of amenity. This is consistent, we believe, with the community consensus. This approach would result in a desirable goal of 48.6 to 53 acres of public open space for a population of 30,400 to 33,000. Using this approach, the current deficit would be approximately 10 to 13 acres total.




THE SOUTH END IN RELATION TO MAJOR OPEN SPACES IN BOSTON

## Population Density of Boston, by Planning Districts

| Planning Districts | Total acres | 1970 Total population | 1970 Density (persons per acre) | 1970 Acres public open space/ 1000 people | 1980 Total Population | 1980 Density (persons per acre) | 1980 Acres space/ 1000 people | 2000 Projected Total Population | 2000 Projected Density (persons per acre) | 2000 Projected Acres public open space/ 1000 people | Recommended Acres public open space/ 1000 people |
|---|---|---|---|---|---|---|---|---|---|---|---|
| East Boston | 3,698 | 38,873 | 11 | 2.30 | 32,178 | 8 7 | | | | | |
| Charlestown | 1,077 | 15,353 | 14 | 2.19 | 13,364 | 12 4 | | | | | |
| South Boston | 2,403 | 38,488 | 16 | 7.42 | 30,396 | 12 6 | | | | | |
| Central | 1,034 | 19,334 | 19 | 1.40 | 21,797 | 21 10 | | | | | |
| Back Bay Beacon Hill | 677 | 27,538 | 41 | 5.45 | 30,212 | 44 6 | | | | | |
| South End | 627 | 22,680 | 36 | 1.47 | 27,125 | 43.2 | 1.46* | 30,400-33,000 | 48-53 | 1.29-1.18* | 1.6** |
| Fenway Kenmore | 966 | 32,965 | 34 | 3.66 | 30,842 | 31 9 | | | | | |
| Allston Brighton | 2,901 | 63,657 | 22 | 3.38 | 65,264 | 22 5 | | | | | |
| Jamaica Plain/ Mission Hill | 1,960 | 47,767 | 24 | 9.18 | 39,331 | 20 0 | | | | | |
| Roxbury | 2,503 | 71,095 | 28 | .78 | 57,751 | 23 0 | | | | | |
| (North) Dorchester/ Uphams Corner | 1,252 | 32,665 | 26 | 1.57 | 23,789 | 19 0 | | | | | |
| (South) Dorchester/ Fields Corner | 2,572 | 74,415 | 29 | 2.15 | 59,123 | 23 0 | | | | | |
| Mattapan | 1,594 | 45,449 | 29 | 23.41 | 36,827 | 22 5 | | | | | |
| Roslindale | 1,712 | 39,558 | 23 | .48 | 32,626 | 19 0 | | | | | |
| West Roxbury | 4,252 | 34,989 | 8 | 2.72 | 31,333 | 7 4 | | | | | |
| Hyde Park | 2,369 | 34,977 | 15 | 22.04 | 30,223 | 12 7 | | | | | |
| TOTALS | 31,617 | 639,803 | 20 | | 561,181 | 17 7 | | 630,000 - 700,000 | 22 45 | | |

* Open space projections for the South End are calculated at 39 5 acres of formally designated public open space This total is as of July, 1987 This does not include approximately 3 75 acres of undesignated community gardens and small parks

** Conclusion To avoid a real loss in the amount of public open space available to South End residents in 1970 and 1980 (approximately 1 5 acres/1,000) approximately 9 acres of public open space should be added by the year 2,000, based on the BRA's maximum population projection for the neighborhood We recommend a slightly increased level of amenity at 1 6 acres/1,000 or 10 14 additional acres

Source 1970 Census of Population and Housing First Count Summary Tabulation prepared by BRA Research Department 1980 Tabulation and year 2,000 prepared by BRA Research Department

# CENSUS TRACT ANALYSIS AND RECOMMENDATIONS

## Introduction

The following section includes information about South End open space needs and current resources by census tract. For each census tract the following information is included: -

1. Census tract data relevant to open space planning considerations and total acreage of open space resources (permanently designated undesignated, interim use or semi-private).

2. A 200-scale color map delineating permanent public open space, undesignated public open space, interim-use open space and semi-private parks and courtyards.

3. Open spaces photographs (numbered and keyed to the map), with subjective summaries drawn from neighborhood surveys. Each summary includes acreage, ownership and/or maintenance and whether the subjective description is based on a consensus (**C**) or a range of opinions (**R**) from the surveys of residents and organizational representatives.

4. Recommendations for each census tract drawn from an analysis of community opinion, neighborhood population characteristics and current open space resources.

## Assumptions

We have made a number of assumptions, based on conventional open space planning methodology, concerning the relationship between certain population characteristics and the need for public open space. These are:

1. Youth under the age of 19 are a "high-need" group in terms of nearby public open space. However, children under the age of 5, children between the ages of 5 and 14 and youth between the ages of 14 and 19 have different open space requirements from one another.

2. Persons over the age of 55 are a "high-need" group in terms of nearby public open space, and have requirements for ease of access, safety and range of activity which differ somewhat from those of other age groups.

3. Persons and family living in poverty are a "high-need" group, having by definition, less access to the kinds of private recreational facilities and residential amenities which can be purchased by higher income groups.

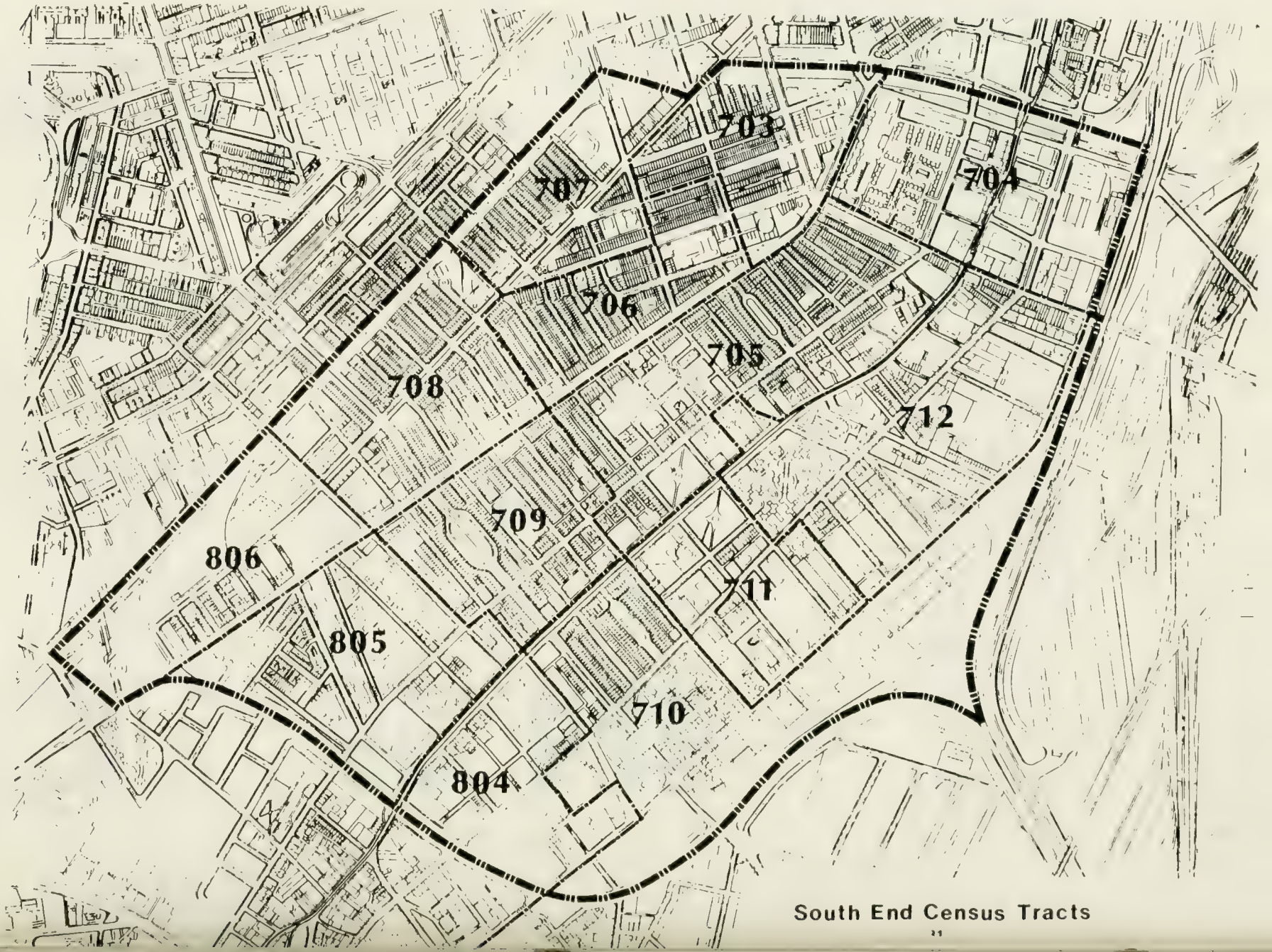
4. Persons who live in households where a language other than English is spoken at home may be more reluctant to seek recreational and open space amenities beyond the known boundaries of a neighborhood or district. This is another indicator of need for high quality open space and recreational facilities within the neighborhood.

5. Persons of color are, unfortunately, still not altogether comfortable at all of the city's beaches, parks and recreational facilities. While the situation is changing for the better, it is still a concern and indicates a need for high quality facilities throughout Boston's neighborhoods. For this reason, ethnicity by household is an indicator of need to some (hopefully lessening) extent.

6. Persons without access to a car are limited to public transportation or nearby public open space to meet their recreational and open space needs. Families with small children and senior citizens without access to a car depend particularly on nearby public open spaces to meet their needs.

7. Vacant units in a census tract give some sense of potential future densities, and are listed here for that reason.

8. Renter-occupied units often lack access to a yard or roof deck. A high percentage of renter-occupied units in a census tract indicates that a large number of persons cannot depend on private open space to meet their open space and recreational needs.




South End Census Tracts

# CENSUS TRACT TOTALS

| | |
|---|---|
| **Total # Persons** | 31,009 |
| 0-5 years old | 6.0% |
| 5-14 | 13.0% |
| 15-19 | 8.0% |
| 20-34 | 34.0% |
| 35-54 | 21.0% |
| 55-64 | 8.0% |
| 65+ | 10.0% |
| Persons 19 and under | 24.0% |
| Persons over 55 | 18.0% |
| **Total Households** | 13,517 |
| Persons per household | 2.28 |
| Per capita income | $6,534 |
| Individuals living below poverty level | 26.0% |
| Families living below poverty level | 25.0% |
| Ethnicity by household | |
| White | 36% |
| Black | 48% |
| Asian | 7% |
| Spanish Origin | 9% |
| Other | 0% |
| Language other than English spoken at home | 25% |
| No access to car | 45% |
| **Total Housing Units** | 15,431 |
| Occupied Units | 87% |
| Vacant Units | 13% |
| Owner-occupied | 10% |
| Renter-occupied | 90% |

| | |
|---|---|
| **Permanent Public Open Space** (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | 37.95 AC |
| Schoolyards (Primarily parking) | 1.62 AC |
| | 39.57 AC |
| **Undesignated Public Open Space** (Includes community gardens and interim use parks/courts) | 4.16 AC |
| **Interim Use Only** (Includes D.P.W. right-of-way) | 3.76 AC |
| **Semi-Private Parks/Courts** (Not open to the public) | 5.81 AC |

This represents the total of all thirteen census tracts which make up the South End, as well as those portions of the four census tracts 703, 804, 805, and 806 which transcend the South End Planning District's borders. The total population for the South End in 1980 was 27,125, and all open space/population ratios used in this study were tabulated on the basis of the South End only. However, the 31,009 total population of all thirteen census tracts probably does reflect the catchment area for South End open space and recreational resources, as the major multi-use spaces and facilities (the Southwest Corridor Park, Carter Playground, Ramsey, Titus and Peters Parks) are all located at the edges of the community. This also applies to the Berkeley Street Garden, Rotch Playground, the ballfield at Digital, and the tot lot at United Neighbors of Lower Roxbury. In current and future planning initiatives, both population totals should be taken into account.

## KEY TO OPEN SPACE MAPS

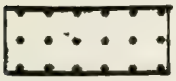

Tot Lot


Basketball/Tennis Court


Ballfield


Spray Pool/Fountain


School Yard


Cemetery


Park, Paved with Plantings


Community Garden


Passive Public Park

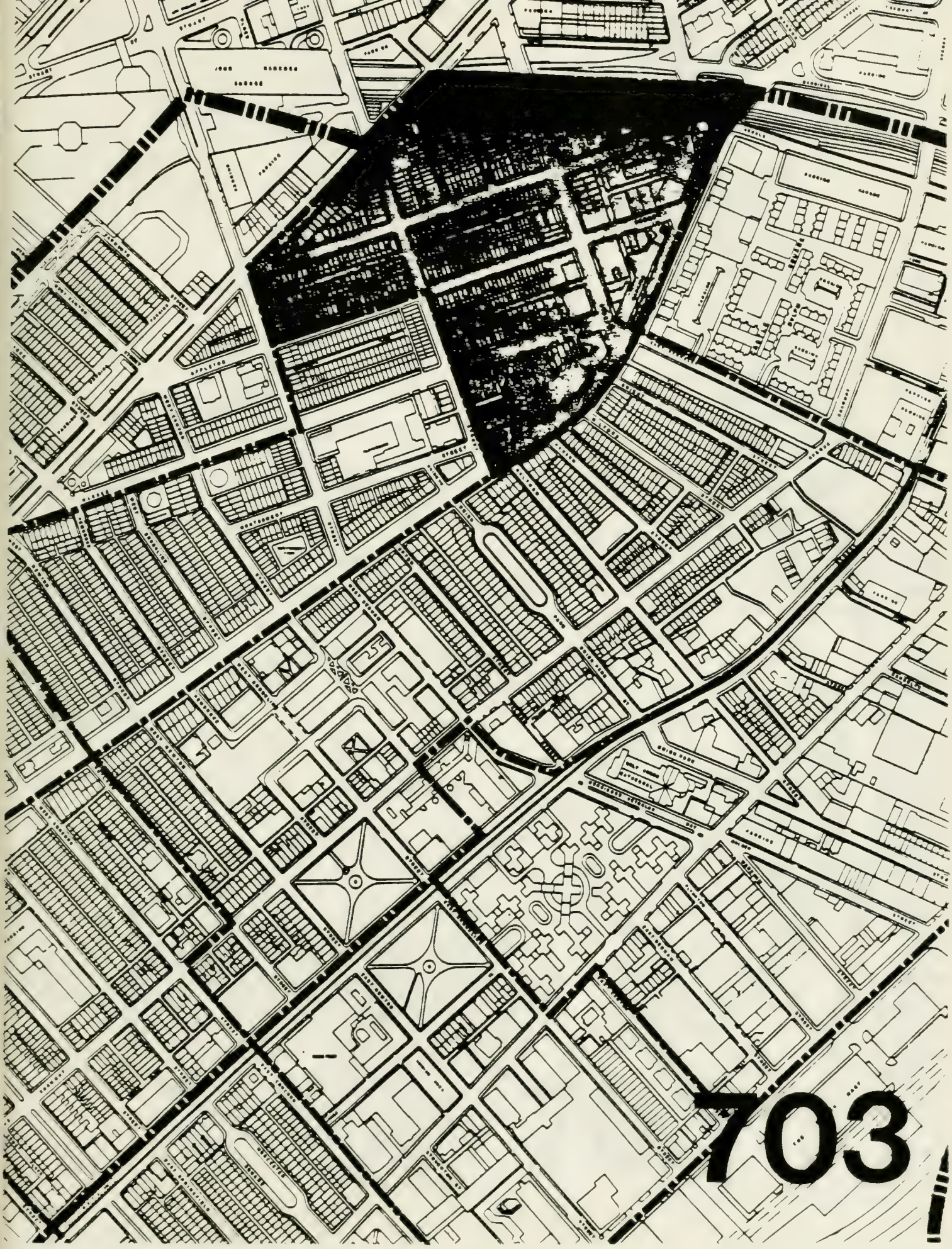

Semi-Public Square


Shared Private Open Space


SENHI Development Parcel


BRA Owned Parcel Now Used as Open Space


D.P.W. Right-of-Way


703

# CENSUS TRACT 703
## Including Ellis

| | |
|---|---|
| **Total Persons** | 3112 |
| 0-5 years old | 2.2% |
| 5-14 | 3.0% |
| 15-19 | 3.2% |
| 20-34 | 46.4% |
| 35-54 | 25.3% |
| 55-64 | 10.3% |
| 65+ | 9.5% |
| Persons 19 and under | 8.4% |
| Persons over 55 | 19.8% |
| **Total Households** | 1540 |
| Persons per household | 1.69 |
| Per capita income | $14,109 |
| Individuals living below poverty level | 16.7% |
| Families living below poverty level | 9.8% |
| Ethnicity by household | |
| White | 86% |
| Black | 7% |
| Asian | 5% |
| Spanish Origin | 2% |
| Other | 0% |
| Language other than English spoken at home | 20% |
| No access to car | 52% |
| **Total Housing Units** | 1727 |
| Occupied Units | 89% |
| Vacant Units | 11% |
| Owner-occupied | 24% |
| Renter-occupied | 76% |

**Permanent Public Open Space**

| | |
|---|---|
| (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | 67 AC |
| Schoolyards (Primarily parking) | 0.00 AC |
| | .67 AC |

**Undesignated Public Open Space**

| | |
|---|---|
| (Includes community gardens and interim use parks/courts) | .27 AC |

**Interim Use Only**

| | |
|---|---|
| (Includes D.P.W. right-of-way) | 0.00 AC |

**Semi-Private Parks/Courts**

| | |
|---|---|
| (Not open to the public) | .98 AC |

Please Note: Census tract 703 extends beyond the boundaries of the South End Planning District. The population statistics are given for the whole census tract but the open space acreage is calculated South End only.

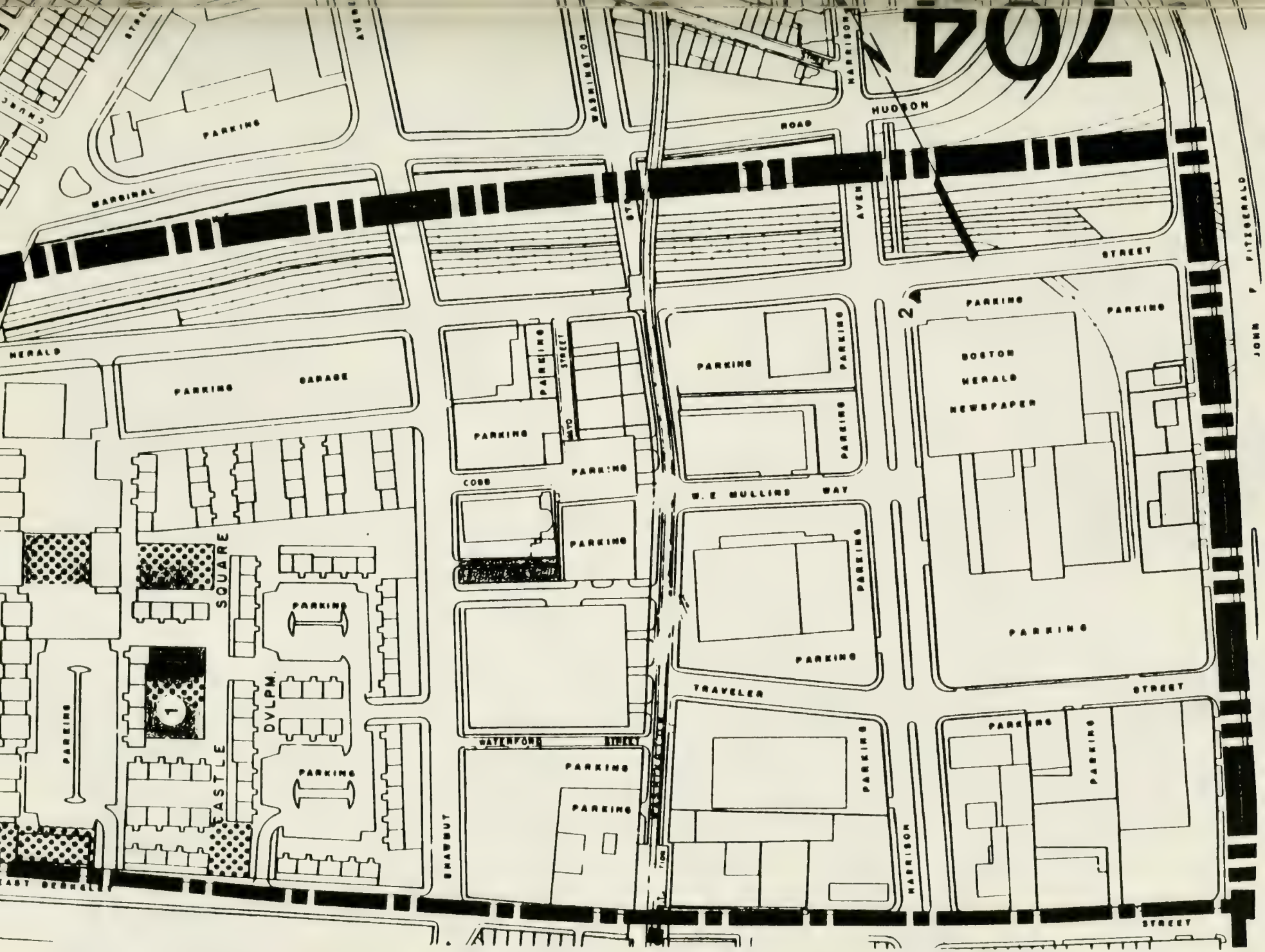
703
1
2
3
4
5
6
7
8
9
ST CHARLES STREET
CAREFREE STREET
CHANDLER
AVENUE
STREET
WALTHAM
HANSOM
PARKING


704

# CENSUS TRACT 704
## Including Castle Square

| | |
|---|---|
| **Total Persons** | 1821 |
| 0-5 years old | 7% |
| 5-14 | 16% |
| 15-19 | 9% |
| 20-34 | 25% |
| 35-54 | 21% |
| 55-64 | 10% |
| 65+ | 12% |
| Persons 19 and under | 33% |
| Persons over 55 | 22% |
| **Total Households** | 602 |
| Persons per household | 3.02 |
| Per capita income | $3,720 |
| Individuals living below poverty level | 25.6% |
| Families living below poverty level | 24.4% |
| Ethnicity by household | |
| White | 20% |
| Black | 27% |
| Asian | 46% |
| Spanish Origin | 4% |
| Other | 3% |
| Language other than English spoken at home | 69% |
| No access to car | 60% |
| **Total Housing Units** | 612 |
| Occupied Units | 98% |
| Vacant Units | 2% |
| Owner-occupied | 0% |
| Renter-occupied | 100% |

| | |
|---|---|
| **Permanent Public Open Space** | |
| (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | 1.11 AC |
| Schoolyards (Primarily parking) | 0.00 AC |
| | 1.11 AC |
| **Undesignated Public Open Space** | |
| (Includes community gardens and interim use parks/courts) | 0.00 AC |
| **Interim Use Only** | |
| (Includes D.P.W. right-of-way) | 0.00 AC |
| **Semi-Private Parks/Courts** | |
| (Not open to the public) | .01 AC |


PARKING
MARGINAL
HERALD
PARKING
GARAGE
SQUARE
CASTLE
DVLPM
PARKING
PARKING
PARKING
PARKING
PARKING
PARKING
COSB
PARKING
PARKING
PARKING
PARKING
PARKING
PARKING

705

# CENSUS TRACT 705
## Including Eight Streets, IBA, Blackstone Square

| | |
|---|---|
| **Total Persons** | 5361 |
| 0-5 years old | 5% |
| 5-14 | 11% |
| 15-19 | 7% |
| 20-34 | 35% |
| 35-54 | 23% |
| 55-64 | 9% |
| 65+ | 10% |
| Persons 19 and under | 23% |
| Persons over 55 | 19% |
| **Total Households** | 2173 |
| Persons per household | 2.29 |
| Per capita income | $6,825 |
| Individuals living below poverty level | 22.9% |
| Families living below poverty level | 22.4% |
| Ethnicity by household | |
| White | 55% |
| Black | 13% |
| Asian | 17% |
| Spanish Origin | 15% |
| Other | 0% |
| Language other than English spoken at home | 51% |
| No access to car | 57% |
| **Total Housing Units** | 2,409 |
| Occupied Units | 90% |
| Vacant Units | 10% |
| Owner-occupied | 18% |
| Renter-occupied | 82% |

| | |
|---|---|
| **Permanent Public Open Space** | |
| (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | 8.77 AC |
| Schoolyards (Primarily parking) | 0.00 AC |
| | 8.77 AC |
| **Undesignated Public Open Space** | |
| (Includes community gardens and interim use parks/courts) | 1.36 AC |
| **Interim Use Only** | |
| (Includes D.P.W. right-of-way) | 0.00 AC |
| **Semi-Private Parks/Courts** | |
| (Not open to the public) | 0.00 AC |

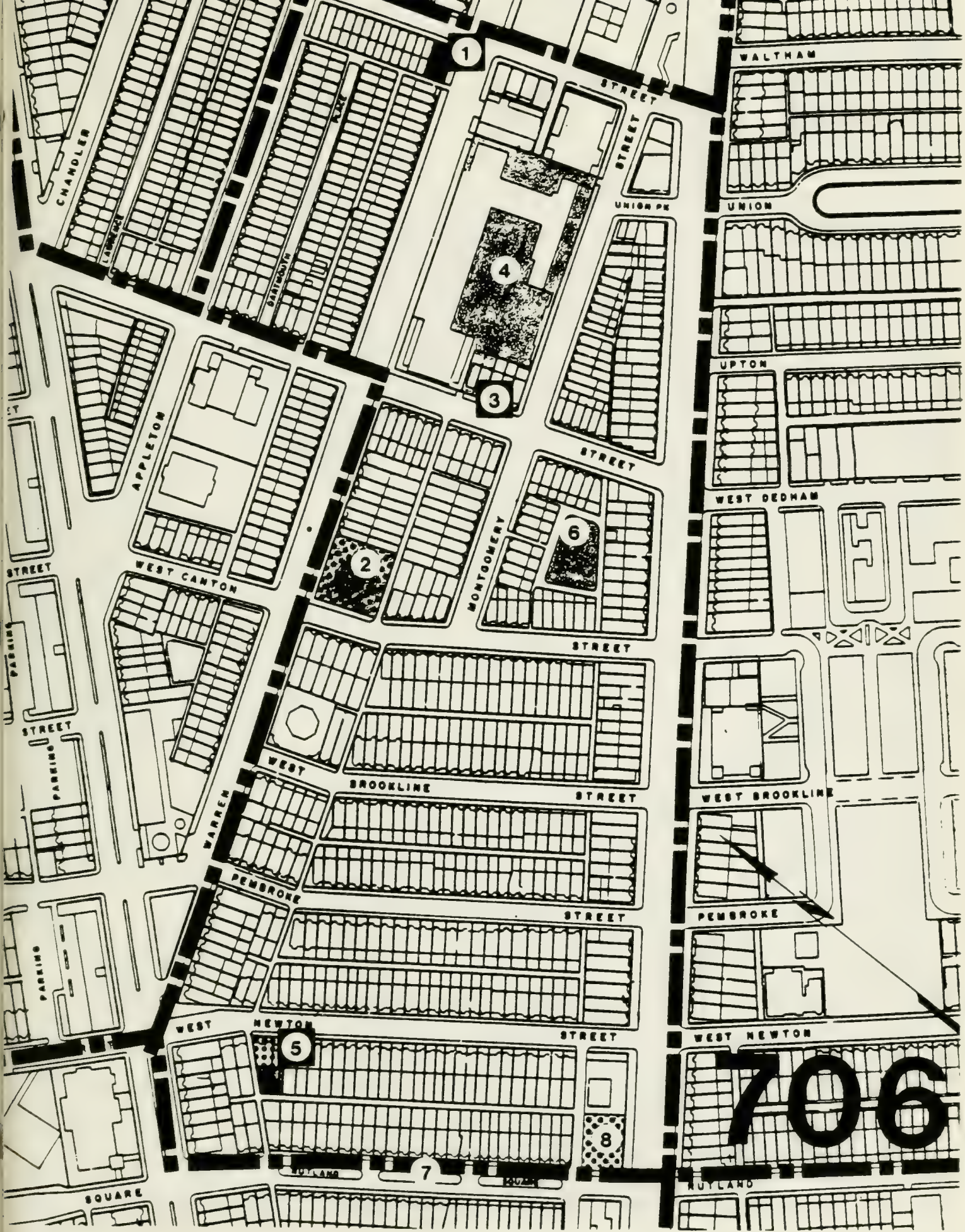
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ORIENT
WILFORD
HANSON
WALTHAM
UNION
PARK
UPTON
WEST BROOKLINE
PEMBROKE
WEST NEWTON
EAST BROOKLINE
EAST NEWTON
HOLY CROSS CATHEDRAL
CEMETERY

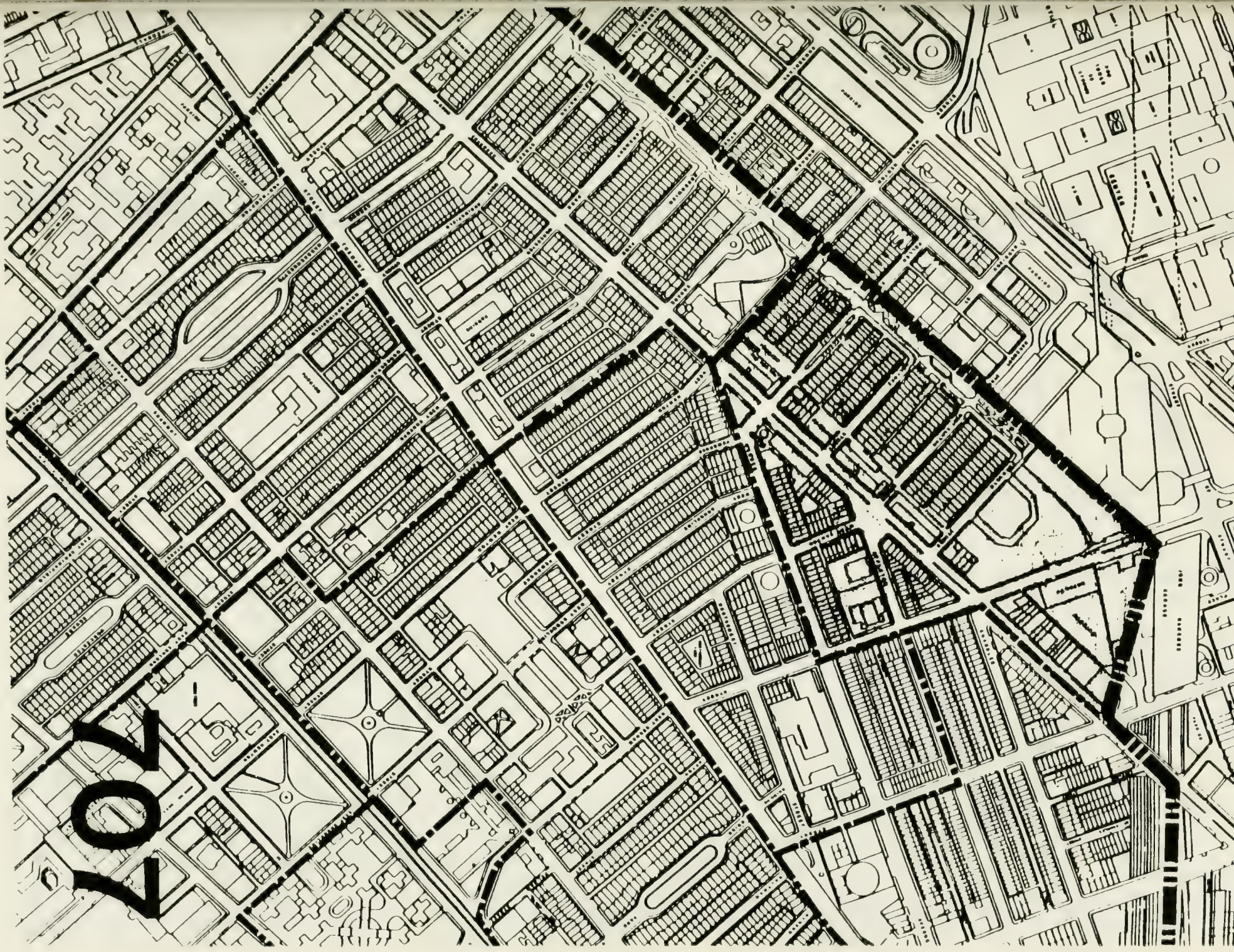

706

# CENSUS TRACT 706
## Including Pilot Block, Ellis

| | |
|---|---|
| **Total Persons** | 2,657 |
| 0-5 years old | 3% |
| 5-14 | 8% |
| 15-19 | 4% |
| 20-34 | 43% |
| 35-54 | 28% |
| 55-64 | 8% |
| 65+ | 8% |
| Persons 19 and under | 15% |
| Persons over 55 | 16% |
| **Total Households** | 1,309 |
| Persons per household | 1.93 |
| Per capita income | $10,938 |
| Individuals living below poverty level | 14.7% |
| Families living below poverty level | 6.7% |
| Ethnicity by household | |
| White | 78% |
| Black | 10% |
| Asian | 6% |
| Spanish Origin | 6% |
| Other | 0% |
| Language other than English spoken at home | 20% |
| No access to car | 46% |
| **Total Housing Units** | 1,430 |
| Occupied Units | 92% |
| Vacant Units | 8% |
| Owner-occupied | 30% |
| Renter-occupied | 70% |

| | |
|---|---|
| **Permanent Public Open Space** | |
| (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | .61 AC |
| Schoolyards (Primarily parking) | 1.02 AC |
| | 1.63 AC |
| **Undesignated Public Open Space** | |
| (Includes community gardens and interim use parks/courts) | .15 AC |
| **Interim Use Only** | |
| (Includes D.P.W. right-of-way) | 0.00 AC |
| **Semi-Private Parks/Courts** | |
| (Not open to the public) | .21 AC |


WALTHAM
STREET
UNION
UNION PK
UPTON
WEST DEDHAM
WEST BROOKLINE
PEMBROKE
WEST NEWTON
RUTLAND
CHANDLER
APPLETON
STREET
WEST CANTON
MONTGOMERY
STREET
WEST BROOKLINE
STREET
WARREN
PEMBROKE
STREET
WEST NEWTON
STREET
RUTLAND
SQUARE
PARKING
PARKING
PARKING
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706

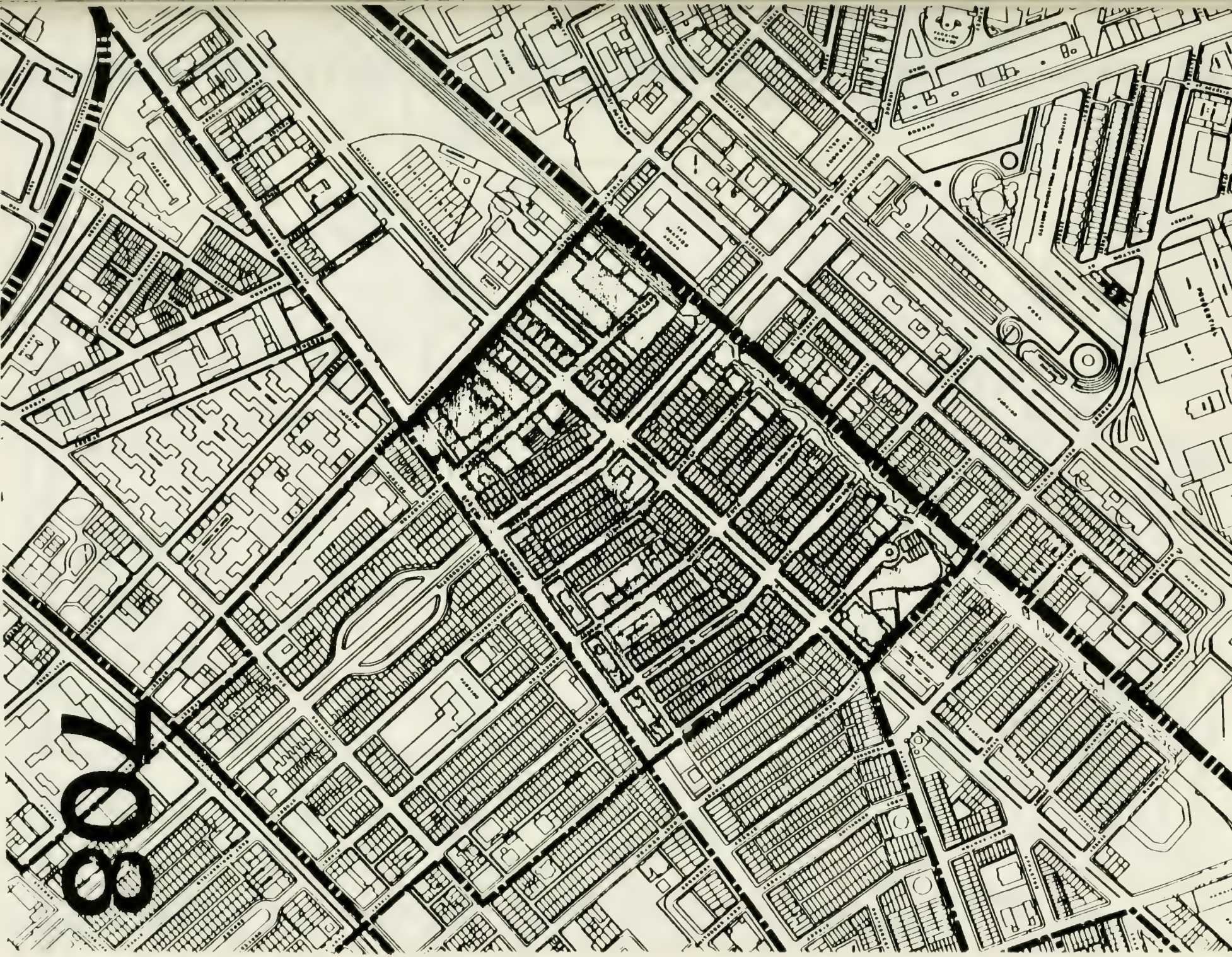


# CENSUS TRACT 707
## Including Cosmopolitan, Methunion, Tent City

| | |
|---|---|
| **Total Persons** | 1,583 |
| 0-5 years old | 4% |
| 5-14 | 9% |
| 15-19 | 8% |
| 20-34 | 41% |
| 35-54 | 24% |
| 55-64 | 7% |
| 65+ | 7% |
| Persons 19 and under | 21% |
| Persons over 55 | 14% |
| **Total Households** | 765 |
| Persons per household | 2.05 |
| Per capita income | $8,834 |
| Individuals living below poverty level | 13.4% |
| Families living below poverty level | 19.4% |
| Ethnicity by household | |
| White | 53% |
| Black | 41% |
| Asian | 1% |
| Spanish Origin | 5% |
| Other | 0% |
| Language other than English spoken at home | 10% |
| No access to car | 50% |
| **Total Housing Units** | 860 |
| Occupied Units | 89% |
| Vacant Units | 11% |
| Owner-occupied | 20% |
| Renter-occupied | 80% |

| | |
|---|---|
| **Permanent Public Open Space** (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | 1.44 AC |
| Schoolyards (Primarily parking) | 0.00 AC |
| | 1.44 AC |
| **Undesignated Public Open Space** (Includes community gardens and interim use parks/courts) | .10 AC |
| **Interim Use Only** (Includes D.P.W. right-of-way) | 0.00 AC |
| **Semi-Private Parks/Courts** (Not open to the public) | .25 AC |

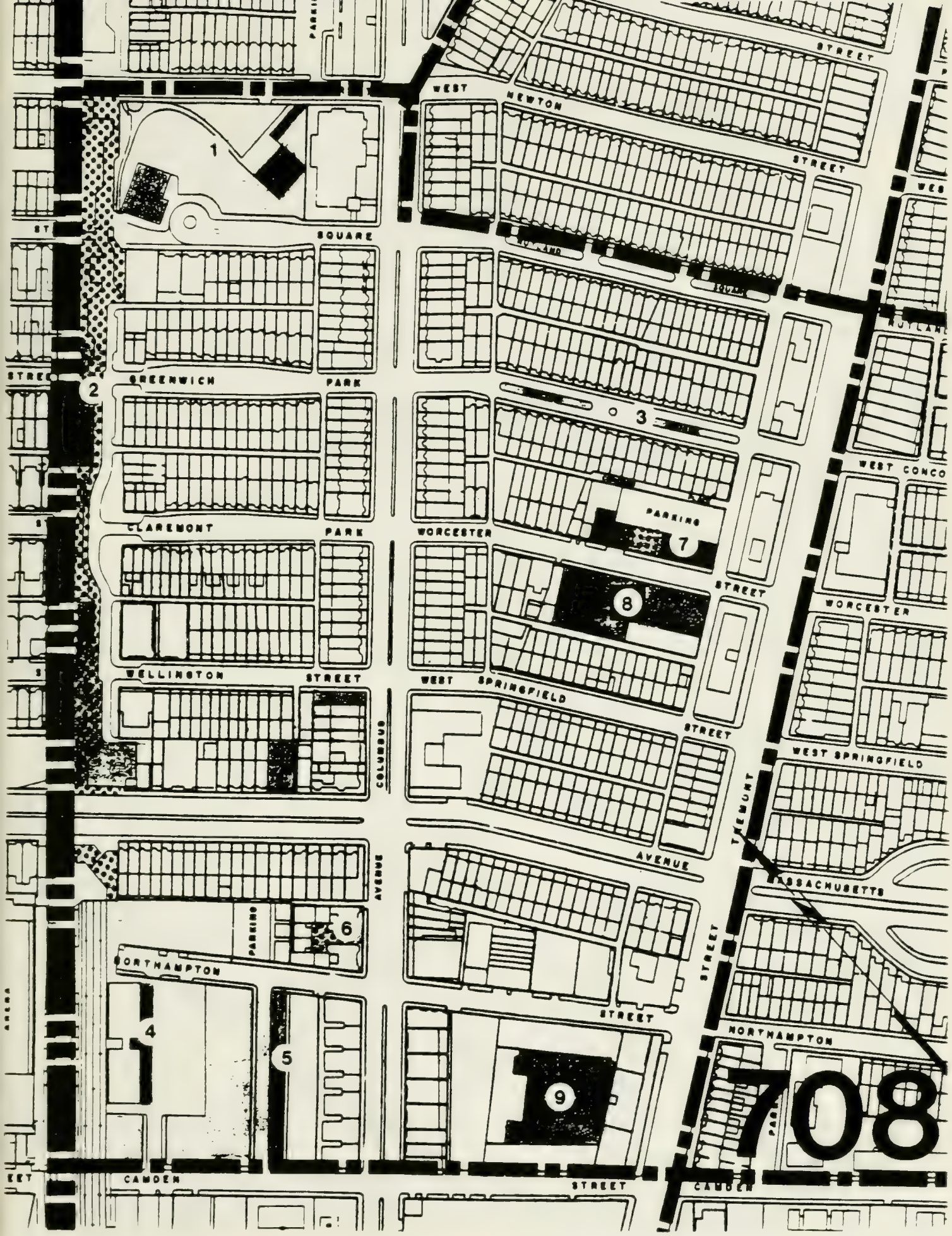
STUART
JOHN
GARAGE
PARKING
PARKING
ST.
CHANDLER
YARMOUTH
STREET
PARKING
APPLETON
5
4
NARCOURT
STRE
WEST CANTON
STREET
2
WEST CANTON
1
PARKING
7
ST.
HOLYOKE
STREET
PARKING
6
WEST
BROOKLINE
8
FOLLEN
BRADDOCK
PARK
3
WARREN
PEMBROKE
9
PARKING
707
WEST



# CENSUS TRACT 708
## Including Claremont, Titus Sparrow Park, Piano Factory

| | |
|---|---|
| **Total Persons** | 2,830 |
| 0-5 years old | 3% |
| 5-14 | 8% |
| 15-19 | 3% |
| 20-34 | 37% |
| 35-54 | 25% |
| 55-64 | 9% |
| 65+ | 14% |
| Persons 19 and under | 14% |
| Persons over 55 | 23% |
| **Total Households** | 1,612 |
| Persons per household | 1.71 |
| Per capita income | $7,842 |
| Individuals living below poverty level | 19% |
| Families living below poverty level | 20.8% |
| Ethnicity by household | |
| White | 28% |
| Black | 67% |
| Asian | 1% |
| Spanish Origin | 4% |
| Other | 0% |
| Language other than English spoken at home | 9% |
| No access to car | 61% |
| **Total Housing Units** | 1,935 |
| Occupied Units | 83% |
| Vacant Units | 17% |
| Owner-occupied | 12% |
| Renter-occupied | 88% |

| | |
|---|---|
| **Permanent Public Open Space** | |
| (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | 3.62 AC |
| Schoolyards (Primarily parking) | 0.00 AC |
| | 3.62 AC |
| **Undesignated Public Open Space** | |
| (Includes community gardens and interim use parks/courts) | .43 AC |
| **Interim Use Only** | |
| (Includes D.P.W. right-of-way) | 0.00 AC |
| **Semi-Private Parks/Courts** (Not open to the public) | .63 AC |

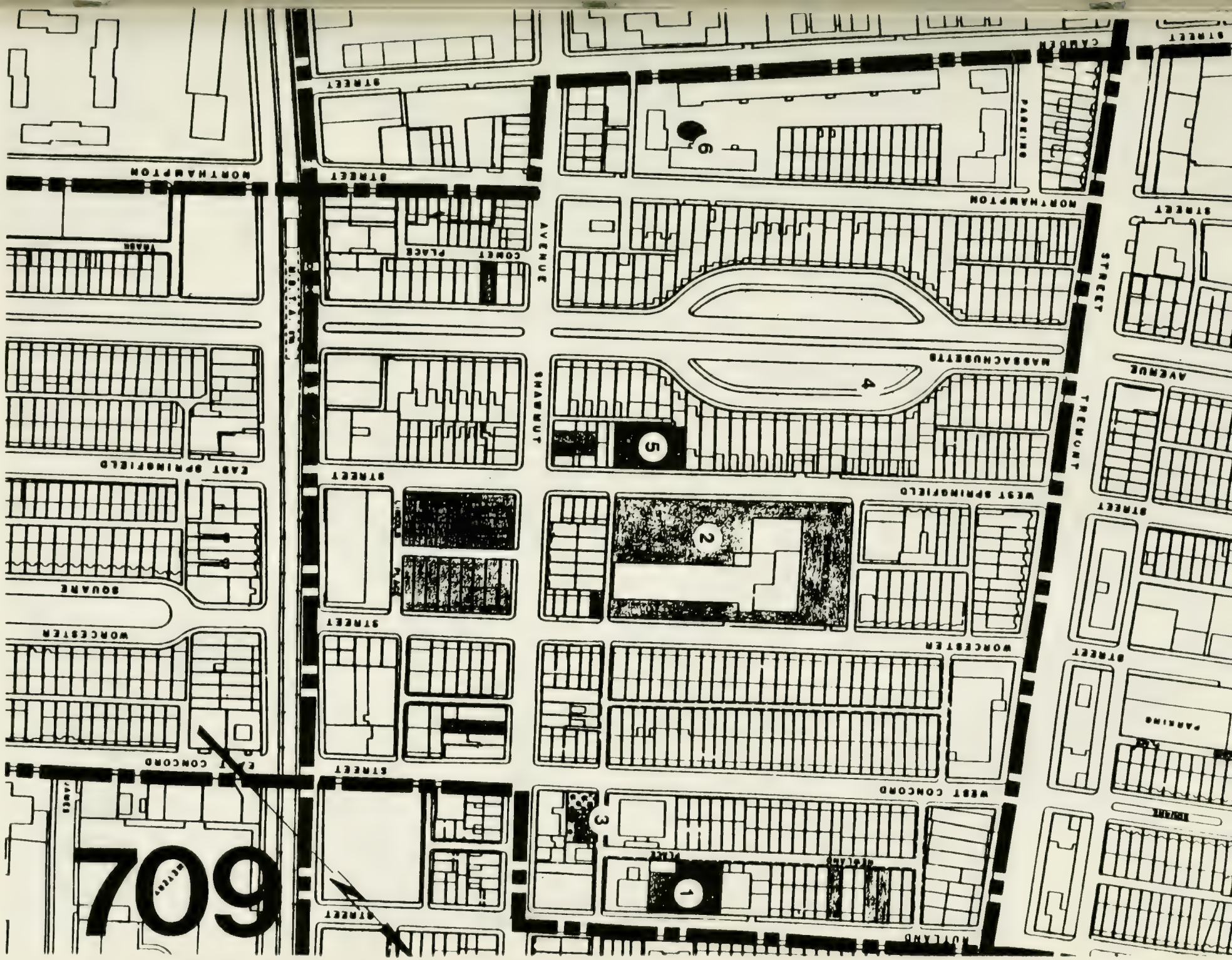

WEST NEWTON STREET
SQUARE
GREENWICH PARK
CLAREMONT PARK
WORCESTER STREET
WELLINGTON STREET
WEST SPRINGFIELD STREET
COLUMBUS AVENUE
PARKING
NORTHAMPTON STREET
CAMDEN STREET
WEST CONCO
WORCESTER
WEST SPRINGFIELD
MASSACHUSETTS
TREMONT STREET
NORTHAMPTON
CAMDEN
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708

709

# CENSUS TRACT 709
## Including Chester Park, Harley School, Six Points

| | |
|---|---|
| **Total Persons** | 2,734 |
| 0-5 years old | 6% |
| 5-14 | 12% |
| 15-19 | 8% |
| 20-34 | 35% |
| 35-54 | 21% |
| 55-64 | 8% |
| 65+ | 10% |
| Persons 19 and under | 26% |
| Persons over 55 | 18% |
| **Total Households** | 1,259 |
| Persons per household | 2.07 |
| Per capita income | $6,393 |
| Individuals living below poverty level | 22.0% |
| Families living below poverty level | 20.5% |
| Ethnicity by household | |
| White | 26% |
| Black | 62% |
| Asian | 2% |
| Spanish Origin | 10% |
| Other | 0% |
| Language other than English spoken at home | 19% |
| No access to car | 32% |
| **Total Housing Units** | 1,465 |
| Occupied Units | 86% |
| Vacant Units | 14% |
| Owner-occupied | 5% |
| Renter-occupied | 95% |

| | |
|---|---|
| **Permanent Public Open Space** | |
| (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | 1.49 AC |
| Schoolyards (Primarily parking) | 0.60 AC |
| | 2.09 AC |
| **Undesignated Public Open Space** | |
| (Includes community gardens and interim use parks/courts) | .19 AC |
| **Interim Use Only** | |
| (Includes D.P.W. right-of-way) | 0.00 AC |
| **Semi-Private Parks/Courts** | |
| (Not open to the public) | .23 AC |

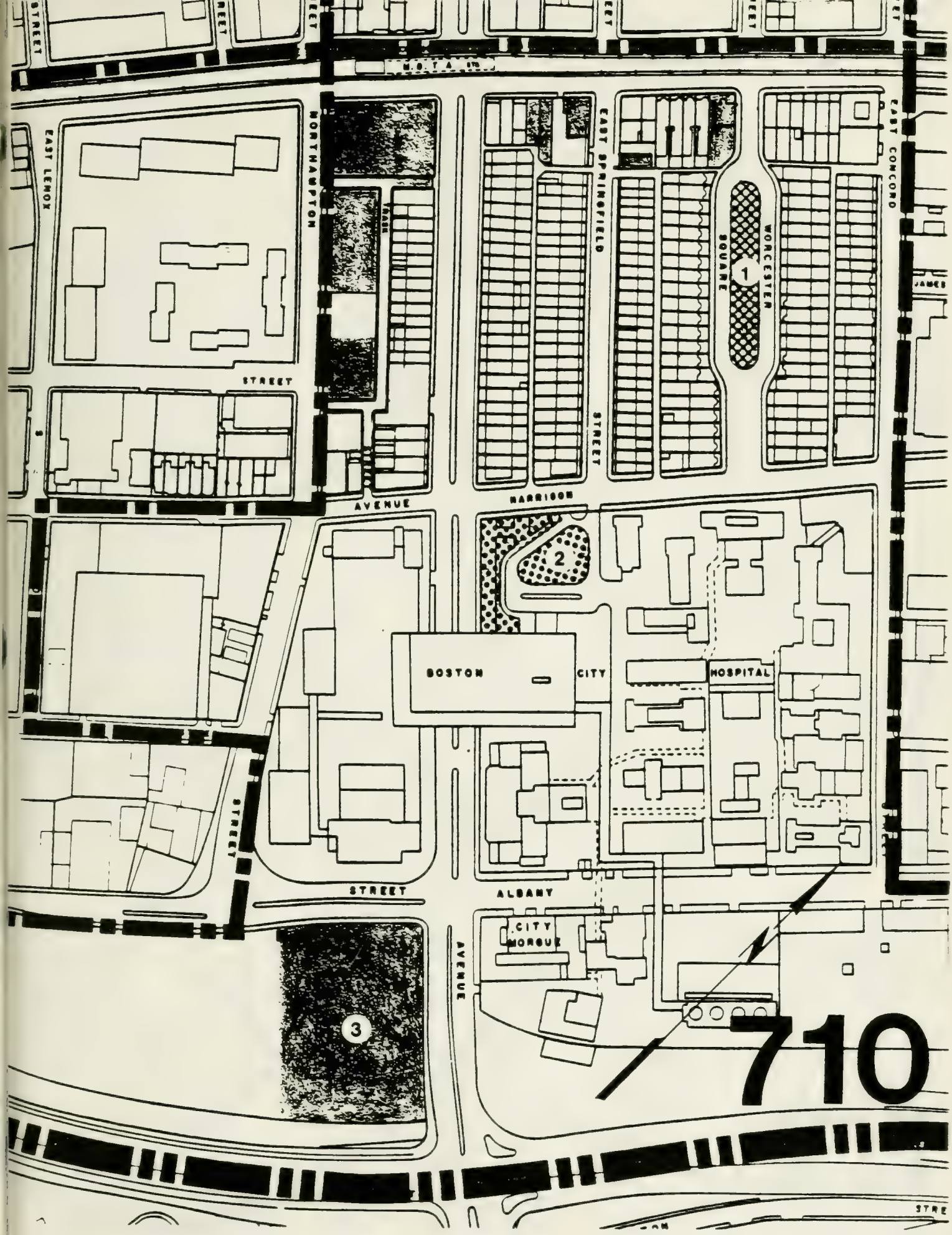

709
NORTHAMPTON
STREET
AVENUE
COMET PLACE
MASSACHUSETTS
SHAWMUT
TREMONT
EAST SPRINGFIELD
WEST SPRINGFIELD
SQUARE
WORCESTER
EAST CONCORD
WEST CONCORD
PARKING
1
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710

# CENSUS TRACT 710
## Including Worcester Square, Boston City Hospital

| | |
|---|---|
| **Total Persons** | 1,740 |
| 0-5 years old | 4% |
| 5-14 | 7% |
| 15-19 | 5% |
| 20-34 | 55% |
| 35-54 | 20% |
| 55-64 | 5% |
| 65+ | 4% |
| Persons 19 and under | 16% |
| Persons over 55 | 9% |
| **Total Households** | 932 |
| Persons per household | 1.68 |
| Per capita income | $8,264 |
| Individuals living below poverty level | 23.6% |
| Families living below poverty level | |
| Ethnicity by household | |
| White | 40% |
| Black | 47% |
| Asian | 5% |
| Spanish Origin | 8% |
| Other | 0% |
| Language other than English spoken at home | 31% |
| No access to car | 51% |
| **Total Housing Units** | 1,085 |
| Occupied Units | 86% |
| Vacant Units | 14% |
| Owner-occupied | 11% |
| Renter-occupied | 89% |

| | |
|---|---|
| **Permanent Public Open Space** | |
| (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | .97 AC |
| Schoolyards (Primarily parking) | 0.00 AC |
| | .97 AC |
| **Undesignated Public Open Space** | |
| (Includes community gardens and interim use parks) | 0.00 AC |
| **Interim Use Only** | |
| (Includes D.P.W. right-of-way) | 0.00 AC |
| **Semi-Private Parks/Courts** | |
| (Not open to the public) | 1.72 AC |

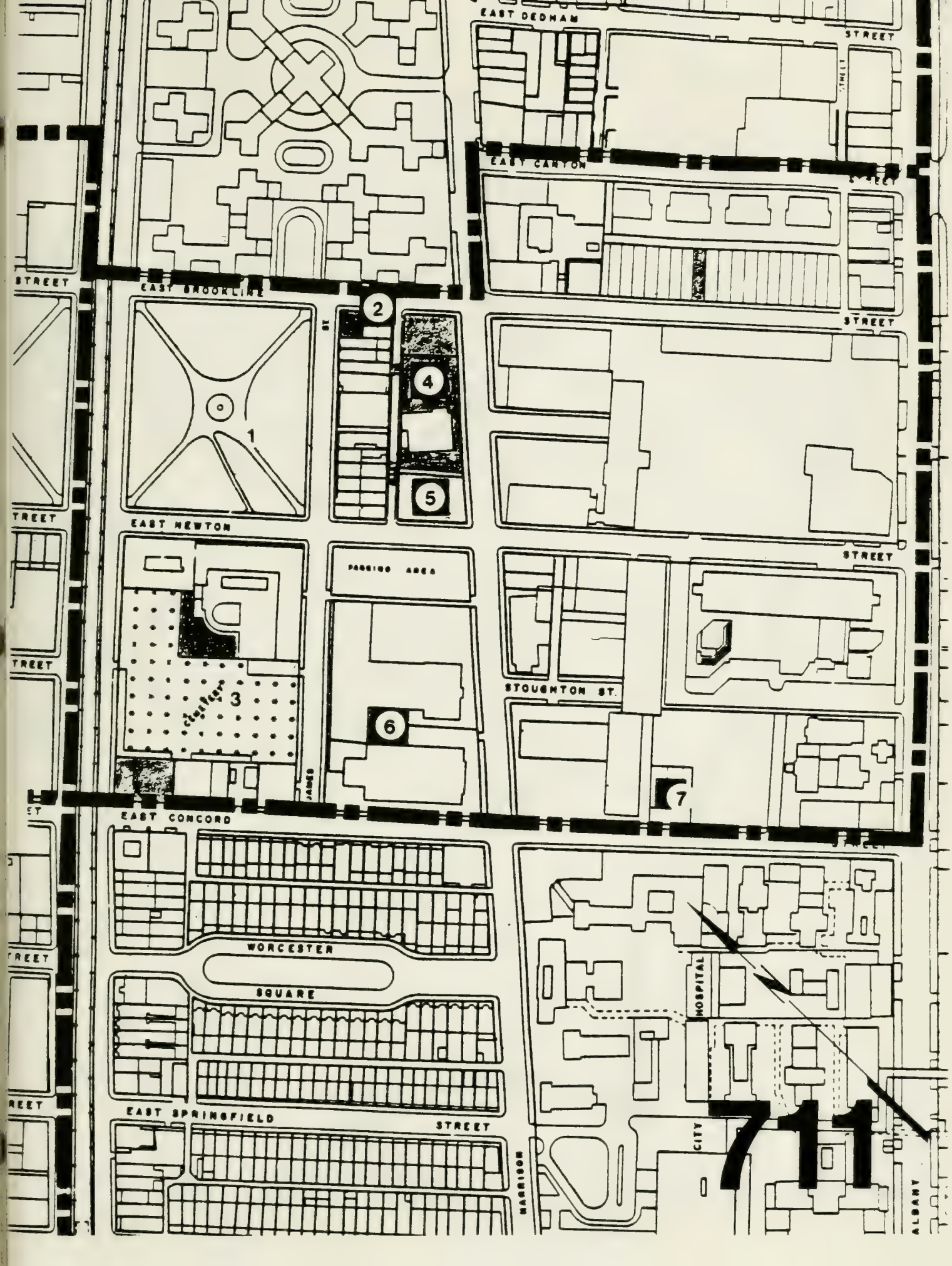

EAST LENOX
STREET
NORTHAMPTON
AVENUE
EAST SPRINGFIELD
STREET
HARRISON
AVENUE
WORCESTER
SQUARE
EAST CONCORD
1
2
3
BOSTON
CITY
HOSPITAL
STREET
STREET
ALBANY
CITY
MORGUE
AVENUE
710

711

# CENSUS TRACT 711
## Including Franklin Square, B.U. Medical Center

| | |
|---|---|
| **Total Persons** | 1,037 |
| 0-5 years old | 4% |
| 5-14 | 8% |
| 15-19 | 7% |
| 20-34 | 24% |
| 35-54 | 16% |
| 55-64 | 8% |
| 65+ | 33% |
| Persons 19 and under | 19% |
| Persons over 55 | 41% |
| **Total Households** | 367 |
| Persons per household | 1.59 |
| Per capita income | $3,153 |
| Individuals living below poverty level | 30.2% |
| Families living below poverty level | 25.2% |
| Ethnicity by household | |
| White | 43% |
| Black | 40% |
| Asian | 6% |
| Spanish Origin | 11% |
| Other | 0% |
| Language other than English spoken at home | 15% |
| No access to car | 69% |
| **Total Housing Units** | 396 |
| Occupied Units | 93% |
| Vacant Units | 7% |
| Owner-occupied | 2% |
| Renter-occupied | 98% |

| | |
|---|---|
| **Permanent Public Open Space** | |
| (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | 3.93 AC |
| Schoolyards (Primarily parking) | 0.00 AC |
| | 3.93 AC |
| **Undesignated Public Open Space** | |
| (Includes community gardens and interim use parks/courts) | .66 AC |
| **Interim Use Only** | |
| (Includes D.P.W. right-of-way) | 0.00 AC |
| **Semi-Private Parks/Courts** | |
| (Not open to the public) | .11 AC |

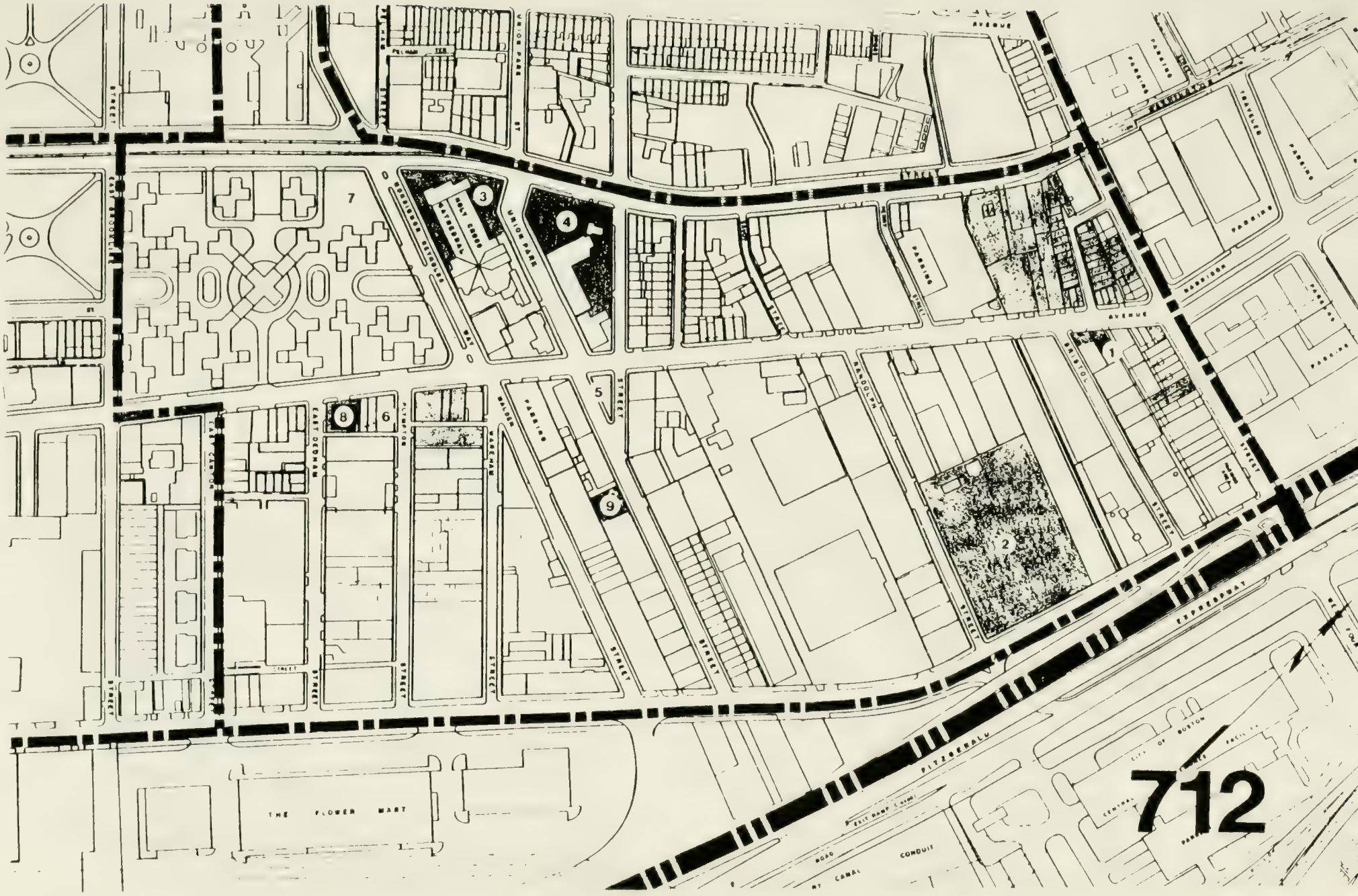

EAST DEDHAM STREET
EAST CANTON STREET
EAST BROOKLINE STREET
EAST NEWTON STREET
EAST CONCORD STREET
STOUGHTON ST.
PARKING AREA
WORCESTER SQUARE
EAST SPRINGFIELD STREET
HOSPITAL
CITY
HARRISON
ALBANY
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711

712

# CENSUS TRACT 712
## Including Bradford-Shawmut, Cathedral

| | |
|---|---|
| **Total Persons** | 1,186 |
| 0-5 years old | 8% |
| 5-14 | 19% |
| 15-19 | 12% |
| 20-34 | 23% |
| 35-54 | 19% |
| 55-64 | 7% |
| 65+ | 11% |
| Persons 19 and under | 39% |
| Persons over 55 | 18% |
| **Total Households** | 376 |
| Persons per household | 2.89 |
| Per capita income | $3,555 |
| Individuals living below poverty level | 38.2% |
| Families living below poverty level | 41.4% |
| Ethnicity by household | |
| White | 31% |
| Black | 38% |
| Asian | 1% |
| Spanish Origin | 30% |
| Other | 0% |
| Language other than English spoken at home | 43% |
| No access to car | 29% |
| **Total Housing Units** | 606 |
| Occupied Units | 62% |
| Vacant Units | 38% |
| Owner-occupied | 8% |
| Renter-occupied | 92% |

| | |
|---|---|
| **Permanent Public Open Space** | |
| (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | 3.48AC |
| Schoolyards (Primarily parking) | 0.00 AC |
| | 3.48 AC |
| **Undesignated Public Open Space** | |
| (Includes community gardens and interim use parks/courts) | .22 AC |
| **Interim Use Only** | |
| (Includes D.P.W. right-of-way) | 0.00 AC |
| **Semi-Private Parks/Courts** | |
| (Not open to the public) | 1.14 AC |


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THE FLOWER MART
712

804

# CENSUS TRACT 804
## Including Northampton Crosstown Industrial

| | |
|---|---|
| **Total Persons** | 1,679 |
| 0-5 years old | 12% |
| 5-14 | 22% |
| 15-19 | 16% |
| 20-34 | 23% |
| 35-54 | 18% |
| 55-64 | 5% |
| 65+ | 3% |
| Persons 19 and under | 50% |
| Persons over 55 | 8% |
| **Total Households** | 530 |
| Persons per household | 3.15 |
| Per capita income | $4,350 |
| Individuals living below poverty level | 31.0% |
| Families living below poverty level | 29.1% |
| Ethnicity by household | |
| White | 3% |
| Black | 92% |
| Asian | 0% |
| Spanish Origin | 5% |
| Other | 0% |
| Language other than English spoken at home | 8% |
| No access to car | 19% |
| **Total Housing Units** | 654 |
| Occupied Units | 81% |
| Vacant Units | 12% |
| Owner-occupied | 0% |
| Renter-occupied | 100% |

**Permanent Public Open Space**

| | |
|---|---|
| (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | .25 AC |
| Schoolyards (Primarily parking) | 0.00 AC |
| | .25 AC |

**Undesignated Public Open Space**

| | |
|---|---|
| (Includes community gardens and interim use parks/courts) | 0.00 AC |

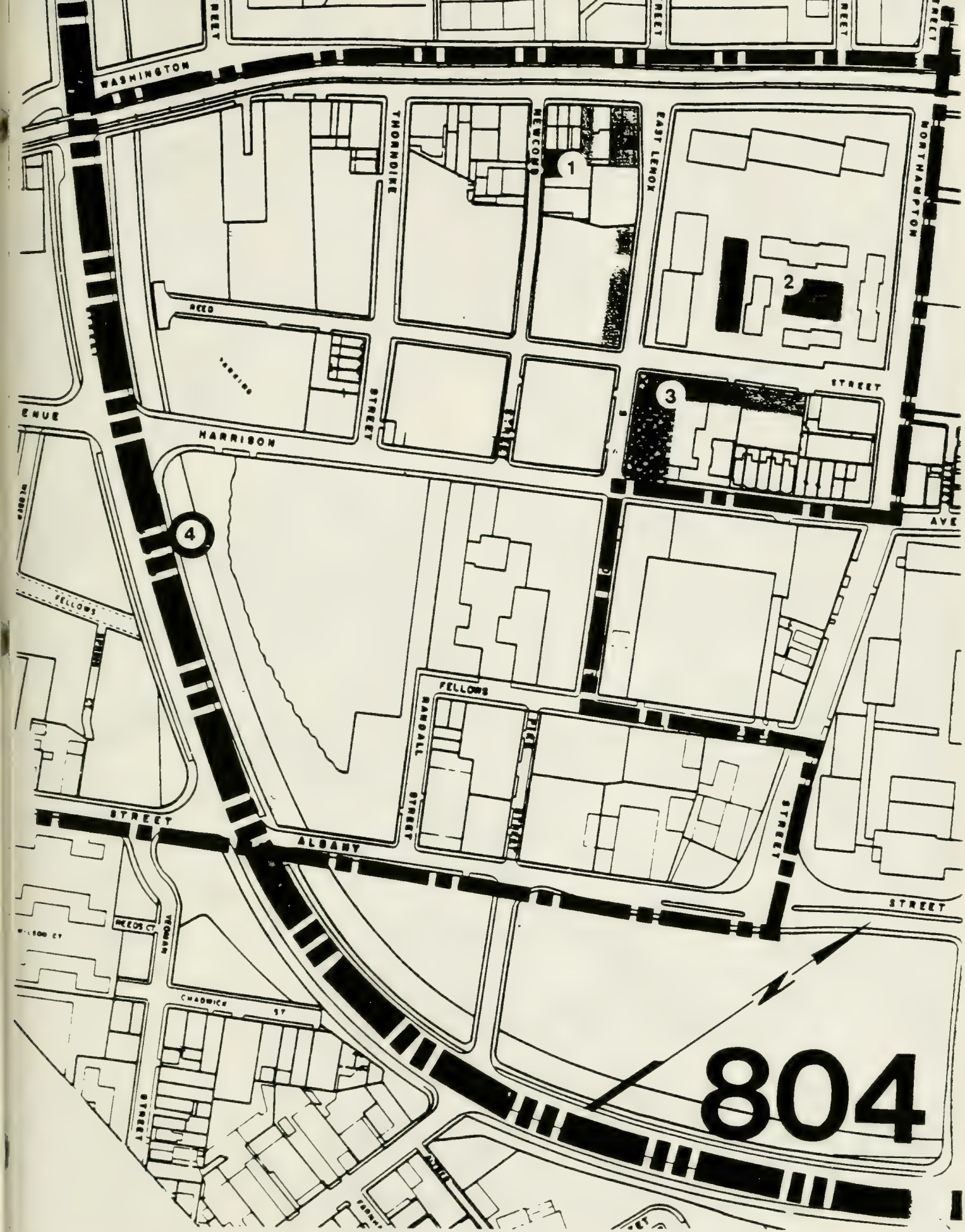
**Interim Use Only**

| | |
|---|---|
| (Includes D.P.W. right-of-way) | .93 AC |

**Semi-Private Parks/Courts**

| | |
|---|---|
| (Not open to the public) | .26AC |

Please Note:. Census tract 804 extends beyond the boundaries of the South End Planning District. The population statistics are given for the whole census tract but the open space acreage is calculated South End only.


WASHINGTON
THORNDIKE
NEWCOMB
EAST LENOX
NORTHAMPTON
REED
STREET
HARRISON
AVE
FELLOWS
ALBANY
STREET
804

805

# CENSUS TRACT 805
## Including United Neighbors, Roxse, Lenox-Camden, Cooper Community

| | |
|---|---|
| **Total Persons** | 4236 |
| 0-5 years old | 8% |
| 5-14 | 19% |
| 15-19 | 10% |
| 20-34 | 29% |
| 35-54 | 19% |
| 55-64 | 6% |
| 65+ | 8% |
| Persons 19 and under | 37% |
| Persons over 55 | 14% |
| **Total Households** | 1,724 |
| Persons per household | 2.46 |
| Per capita income | $4,229 |
| Individuals living below poverty level | 29.8% |
| Families living below poverty level | 26.3% |
| Ethnicity by household | |
| White | 2% |
| Black | 92% |
| Asian | 0% |
| Spanish Origin | 6% |
| Other | 0% |
| Language other than English spoken at home | 13% |
| No access to car | 26% |
| **Total Housing Units** | 1,855 |
| Occupied Units | 94% |
| Vacant Units | 6% |
| Owner-occupied | 5% |
| Renter-occupied | 95% |

| | |
|---|---|
| **Permanent Public Open Space** | |
| (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | 6.59 AC |
| Schoolyards (Primarily parking) | 0.00 AC |
| | 6.59 AC |
| **Undesignated Public Open Space** | |
| (Includes community gardens and interim use parks/courts) | .78 AC |
| **Interim Use Only** | |
| (Includes D.P.W. right-of-way) | 2.29 AC |
| **Semi-Private Parks/Courts** | |
| (Not open to the public) | .19 AC |

Please Note:. Census tract 805 extends beyond the boundaries of the South End Planning District. The population statistics are given for the whole census tract but the open space acreage is calculated South End only.


805

806

# CENSUS TRACT 806
## Including Saranac/Newcastle, Carter School/Playground

| | |
|---|---|
| **Total Persons** | 1,033 |
| 0-5 years old | 9% |
| 5-14 | 30% |
| 15-19 | 13% |
| 20-34 | 21% |
| 35-54 | 17% |
| 55-64 | 5% |
| 65+ | 4% |
| Persons 19 and under | 52% |
| Persons over 55 | 9% |
| **Total Households** | 328 |
| Persons per household | 3.15 |
| Per capita income | $2,735 |
| Individuals living below poverty level | 51.1% |
| Families living below poverty level | 57.0% |
| Ethnicity by household | |
| White | 4% |
| Black | 84% |
| Asian | 0% |
| Spanish Origin | 12% |
| Other | 0% |
| Language other than English spoken at home | 20% |
| No access to car | 34% |
| **Total Housing Units** | 397 |
| Occupied Units | 83% |
| Vacant Units | 17% |
| Owner-occupied | 0% |
| Renter-occupied | 100% |

**Permanent Public Open Space**

| | |
|---|---|
| (Includes schoolyard play areas, plazas, squares, parks, totlots, playgrounds, and totlots, plazas and seating areas in public housing developments) | 5.02 AC |
| Schoolyards (Primarily parking) | 0.00 AC |
| | 5.02 AC |

**Undesignated Public Open Space**

| | |
|---|---|
| (Includes community gardens and interim use parks/courts) | 0.00 AC |

**Interim Use Only**

| | |
|---|---|
| (Includes D.P.W. right-of-way) | .54 AC |

**Semi-Private Parks/Courts**

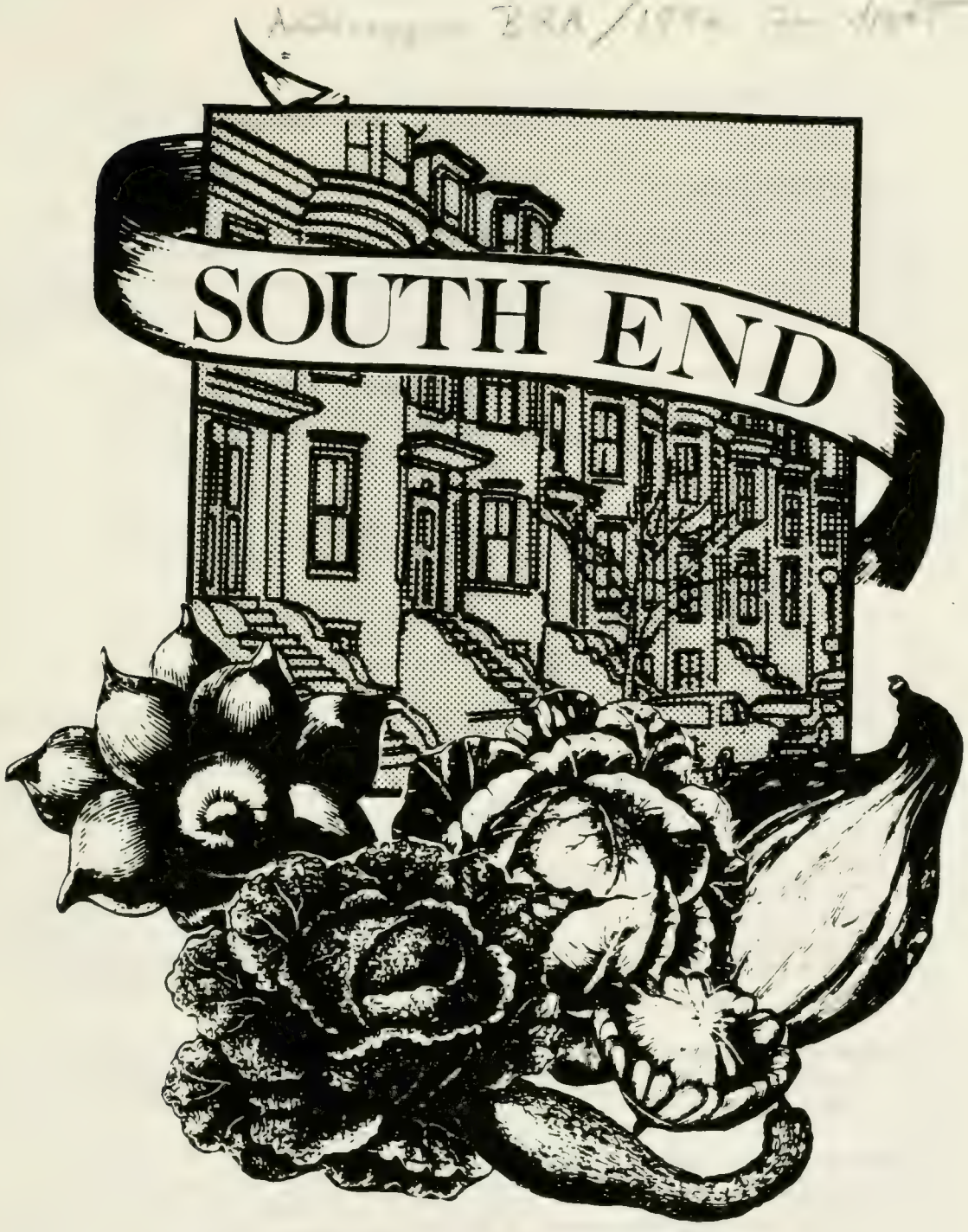
| | |
|---|---|
| (Not open to the public) | .08 AC |

Please Note: Census tract 806 extends beyond the boundaries of the South End Planning District. The population statistics are given for the whole census tract but the open space acreage is calculated South End only.


PARKING
PARKING
ST. BOTOLPH
ST. STATION
BALLFIELD
WILLIAM E. CARTER PLAYGROUND
COURTS
CUNARD STREET
COVENTRY STREET
BOYLSTON STREET
DAVENPORT STREET
FREDERICK DOUGLAS
CIRCLE
CROSSTOWN
PARKING
HANOVER STREET
WARWICK
GREEN STREET
KENDALL
LENOX
PARKING
BROOKE - MARSHAL
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3
908

| Parcel | Address | Characteristics Land Area | Ownership | Study Recommendation |
|---|---|---|---|---|
| R-15 | East Brookline St. James | Community Garden .15 acre | BRA | Zone and designate as public open space |
| Portion R-10 | 38-50 E. Newton St. 739-743 Harrison Ave. | Landscaped Open Space .21 acre | BRA | Should be used for housing |
| Portion Parcel 54 | 652-656 Harrison Ave. Plympton Street | Community Garden .22 acre | BRA | Zone and designate as public open space/community garden or negotiate green, garden border for use by Cathedral residents |
| | 95-97 Union Park St. | Play Area/seating .22 acre | BRA | Reclaim and maintain or explore possibility of development |
| | Unity Towers 44-46 W. Dedham 365-367 Shawmut Ave | Community Garden .06 acre | IBA | Zone as permanent public open space/community garden |
| | 29-31 Dartmouth St. | Garden .09 acre | Real Prop. | Explore future use with community and Mackey School |
| RR-10 | Hiscock Park 166 W. Newton St | Tot lot .11 acre | BRA | Zone and designate as perm open space/tot lot |
| | Saranac/Newcastle 388 Northampton St | Community Garden .23 acre | BRA | Transfer title to MDC/MBTA as Southwest Corridor Parkland |
| Portions of 23A & 20 | Lenox/Kendall Tremont Streets | Community Garden .30 acre | BRA | Zone and designate as permanent public open space/community garden |

| Parcel | Address | Characteristics<br>Land Area | Ownership | Study Recommendation |
|---|---|---|---|---|
| Portion of<br>X-26<br>SE-57 | 1002-1004 Tremont St<br>25-29 Warwick<br>Cabot Street | Bessie Barnes<br>Community Garden<br>Garden<br>.15 acre, .08 acre | BRA | Preserve as much as possible as permanent public open space/ community garden within SENHI Phase II development context |
| | 69-73 Warwick Street | UNLR Community Garden<br>.30 acre | DPW<br>Right-of Way | Make every effort to preserve as permanent public open space/ |
| P-6A | 1-67 E. Berkeley St./<br>Tremont St./<br>Public Alley 705/<br>Shawmut Ave. | Community Garden<br>1.1 acres | BRA | Zone and preserve 60% for open space/community garden/ greensward |
| Parcel 30 | 1565-1587 Washington<br>Rutland/Haven Sts. | Gazebo Community<br>Garden<br>.44 acre | BRA | Zone and designate parcel 30A as permanent public open space/ community garden |
| RD-13 | 20-22 Clarendon St. | Community Garden<br>.05 acre | BRA | Zone and designate as permanent public open space/community garden |
| RE-2B | 108-138 Worcester St | Community Garden<br>.53 acre | BRA | Zone and designate as permanent public open space/community garden |
| RR-8 | Corner Wellington St<br>561 Columbus Ave | Vacant lot<br>.05 acre | BRA | Zone and designate as permanent public open space |
| RD-36<br>SE-49<br>SE-7<br>SE-2 | 106-116 W. Springfield<br>Street | Community Garden<br>.21 acre | BRA/COB | Zone and designate as permanent public open space/community garden |
| 29 A<br>33 B<br>R-12A<br>R-12B | 1797-1815 Washington<br>75-87 Northampton St<br>1762-1788 Washington<br>91-113 Northampton St | Dev. parcels<br>.32 acre<br>1.1 acres | BRA | Explore possibility of creating significant open space by clustering new housing |




# COMMUNITY LAND TRUST REPORT

BOSTON REDEVELOPMENT AUTHORITY
STEPHEN COYLE
*Director*

ROBERT L. FARRELL
*Chairman*
JOSEPH J. WALSH
*Vice-Chairman*
JAMES K. FLAHERTY
*Treasurer*
CLARENCE J. JONES
*Vice-Treasurer*
MICHAEL F. DONLAN
*Vice-Chairman Sub-Committee*
KANE SIMONIAN
*Secretary*

DRAFT
II

SOUTH END OPEN SPACE COMMUNITY LAND TRUST

Executive Summary

A Community Land Trust (CLT) is a private, non-profit corporation formed for the purpose of removing land from the speculative market and making it available for use by the community. The CLT membership and Board of Trustees are drawn directly from the community in which it is located.

The CLT may protect land for a variety of uses:

- o conservation of unique natural areas;
- o farming;
- o community gardens;
- o affordable housing development; and
- o community economic development

Because ownership of land and improvements or structures is separate and distinct in a CLT, land will be held in perpetuity by the land trust while buildings or other improvements are owned by the user. The user, the lessee, may build or purchase improvements on the land, and will lease the use of the land from the CLT for a pre-determined sum, often for a very long term. When the CLT's purpose is the development of affordable housing, the long-term lease agreement can provide the benefit of security to the lessee while ensuring the protection of the property from market speculation. Lease agreements can set the terms for resale of structures on the CLTs' land, thereby ensuring long-term affordability and preventing any individual user from benefitting from "unearned" equity due to appreciation of the land. The CLT's ability to limit resale prices makes the CLT model highly desirable for affordable housing development.

Although many CLTs have been dedicated to affordable housing development, the CLT model is increasingly used to protect and maintain open space in urban areas across the country.

In the 1987 South End Open Space Needs Assessment prepared for the Boston Redevelopment Authority by the Boston Urban Gardeners (BUG), some twelve vacant BRA-owned parcels in the South End and Lower Roxbury neighborhood were identified for retention as permanent open space (see appendix). The CLT model may be the appropriate vehicle for the ownership of these parcels due to its unique benefits of community involvement and non-profit/tax exempt status.

The establishment of a South End Open Space CLT will require consideration of the following organizational issues:

- o Tax-exempt status: As a non-profit charitable organization, the CLT should apply for state and federal tax exempt status. This will allow the CLT to own property without the burden of paying property tax (if

allowed by the City) and will enable the CLT to receive grants and donations tax free while permitting donors to receive a tax deduction.

- Incorporation: The CLT will need to draft Articles of Incorporation and By-Laws to establish the existence of the corporation and to determine the structure of the Board of Trustees and operating procedures. These two documents must be sent to the Offices of the Attorney General and the Secretary of State with a minimal annual filing fee of $25 per year. The CLT will also need to prepare an annual report regardless of the size of its membership.

- Zoning: Once the CLT is established, it may, with the BRA, petition the Zoning Commission to rezone the CLT's properties to an OS designation as specified in Zoning Amendment #101. Rezoning of the parcels will further protect the property from future development.

- Acquisition of properties: The BRA will determine a nominal disposition price for properties to be acquired by the CLT.

- One time and ongoing maintenance costs: While the users of the gardens will be responsible for maintenance of the spaces which they lease, some costs will naturally fall to the CLT, both as one time costs for capital improvements and for ongoing maintenance. Lease fee income may partially offset these costs but donations and grants will be needed as well.

The BRA can play an important role in the establishment of a South End Community Land Trust. The BRA may offer assistance with:

- Publicity: Sponsoring community meetings in order to gain support for the CLT concept;

- Education: Preparation and distribution of materials concerning the process for establishment of and participation in a CLT;

- Legal Assistance: Assist in determining the model of the CLT's Board structure and aid in the preparation of the CLT's Articles of Incorporation and By-Laws;

- Land Cost: Establishment of an appropriate disposition price for the parcels;

- Other technical and staff assistance as needed.

This report attempts to address, in general, most of the technical and legal aspects of creating and running a Community Land Trust, as proposed for the South End/Lower Roxbury Neighborhood.

## SOUTH END OPEN SPACE COMMUNITY LAND TRUST

A Community Land Trust (CLT) is a private, non-profit, state chartered corporation created to acquire and hold title to land in the community in which it is located. The CLT is democratically structured, and draws its membership and Board of Trustees from the community.

The CLT's basic purpose is to permanently remove land from the speculative market, preserving its use for the benefit of the larger community.

A CLT may protect land for:

- o conservation of unique natural areas (as in a conservancy trust);
- o farming;
- o community gardens and urban open space;
- o affordable housing development; and
- o community economic development

In a CLT, ownership of the land is separate and distinct from ownership of structures or improvements to the land. The CLT will grant a "ground lease," usually on a very long term basis, to individuals or groups for the private use of the land. The CLT will acquire land through gift or bargain sale. The CLT will retain title to the land, but sell off any buildings or improvements on the property. The "users" of the land, the lessees, may build or purchase improvements and will own what they build or purchase, but will pay an annual fee for the use of the land on which the improvements are situated. The lessees may sell the improvements which they own, but are often subject to a limited equity return on the sale, as in the case of affordable housing.

CLTs are uniquely able to protect the long-term affordability of housing and other uses through the terms of the ground lease. Because the CLT often has first option to purchase the improvement at a cost-plus-inflation minus-damage basis, the CLT can ensure that no lessee is able to benefit from unearned increases in value, but that a fair return may still be obtained.

The CLT's ability to limit resale prices without the use of deed restrictions makes the CLT model highly desirable. Because the land cannot be sold, lessees are assured of long-term security as long as they fulfill the terms of their lease agreements. Ground leases may also be inheritable by selected heirs, provided that there is an agreement to continue the use of the property as specified in the lease. (See appendix for affordable housing case studies).

Although most existing CLTs in the United States are dedicated to developing and protecting affordable housing, CLTs are increasingly utilized for the acquisition, development and maintenance of community gardens and other publicly accessible open space uses in urban areas. A recent study of New York City's open space

projects found that approximately 32 percent of all such sites in the city are community controlled (Francis, p. 5).

One such site in mid-town Manhattan is the Clinton Community Garden. Several years ago, this award winning, city-owned garden, valued at over $900,000, was slated for public auction. In an effort to preserve the garden which was one of the few open space areas in the neighborhood, the local community organized a fund raising campaign, "selling" square inches of the garden for $5 apiece. As the garden's plight received national media attention, an outpouring of support for the garden's preservation convinced local officials to withdraw it from the disposition rolls. The garden is still owned by the City but is maintained by a land trust, formed with the Trust for Public Land's assistance. An endowment established with funds from the square inch campaign has enabled the trust to provide capital improvements and to maintain the garden at no cost to the city.

Potential for an Open Space CLT in Boston

The establishment of an open space community land trust is one viable option for twelve (12) parcels included in the South End Neighborhood Housing Initiative Phase II (SENHI II). These parcels currently consist of ten (10) community gardens, as well as a tot lot and a small passive park. In the South End Open Space Needs Assessment Report, Boston Urban Gardeners (BUG) recommend that these parcels be kept as permanent public open space. The report calls for the sites to be zoned as open space under the City of Boston's new zoning code amendment (see Zoning section) and suggests that these sites may form the first properties of a South End Open Space Land Trust. The Boston Redevelopment Authority recommends that these parcels be developed as public open space. A list of the parcels, their current use, ownership and BUG's recommendations can be found in the appendix.

The idea of an open space land trust has support in the South End/ Lower Roxbury community. BUG, the South End Garden Project and the Boston Citywide Land Trust endorse the idea of a South End open space CLT. While the specifics of the particular CLT model to be created still need to be discussed at the public level, it is felt that a CLT could be an excellent mechanism for preserving open space in the South End/Lower Roxbury neighborhood.

The following sections discuss some of the technical and legal aspects of creating and running a community land trust. Although general in focus, most of the information is directly applicable to the proposed open space community land trust in the South End/Lower Roxbury neighborhood.

## ORGANIZATIONAL ISSUES

### Tax-exemption

The South End Open Space Community Land Trust should incorporate as a Massachusetts Chapter 180 non-profit corporation. As a non-profit organization, the CLT may apply for Federal tax-exempt status under section 501(C)(3) of the Internal Revenue Code. If the CLT serves charitable or educational purposes and intends to carry on activities in the "public interest," it usually qualifies for such a tax-exemption. It is necessary that the trust's Articles of Incorporation reflect the organization's educational and/or charitable intentions, in order to attain this classification.

Tax exempt status under IRS Section 501(C)(3) offers the following significant advantages to a CLT:

- o eligibility to receive grants from public and private sources;
- o ability to allow individual donors to receive charitable tax deductions for contributions, greatly enhancing fundraising capability;
- o elimination of the obligation to pay federal tax on the organization's program related income, including lease fees and membership dues;
- o may exempt organization from paying property tax on real property assets, as most local governments will allow an organization with 501(C)(3) status to apply for and receive such an exemption.

The CLT seeking 501(C)(3) tax exempt status will file a Form 1023, an Application for Recognition of Exemption (see appendix).

### Incorporation

Most CLTs are simple non-profit corporations, chartered in the state in which their members reside. Organizing as a corporation provides the group with a common identity and more importantly, legal standing to hold title to property. The legal liability of individual members is limited and they are not personally liable for claims against the corporation (see section on insurance). Incorporation is also key to achieving permanence and credibility in the community. As a corporation, the trust establishes an identity which lasts longer than the involvement of any individual member. The performance of the CLT should remain steady, as members come and go.

Two documents are necessary to establish the CLT as a legal entity: (1) the Articles of Incorporation and (2) the By-laws.

### Articles of Incorporation

The Articles establish the existence and identity of the corporation, as well as defining the purposes and activities in which it will be engaged. This document must be filed with the Commonwealth, along with a small filing fee. The Articles should state the principal elements of the CLT's structure, including the

categories of, and qualifications for, membership and the number and names of the initial trustees. Details of operating procedure should be saved for the By-laws.

The statement of purpose should be a general statement of the principles and objectives of the CLT. The public purposes of the trust should be clearly stated. It should be made clear that the open space land trust will be more than just a gardening association, and that it will include educational programs, community service and other aspects of community development. The statement should be written in language and format which conforms to the specifications for tax-exemptions in IRS form 1023.

By-laws

The By-Laws determine the structure and operating procedures that the trust will follow as it seeks to carry out its purposes. They are the "constitution" of the organization and represent an agreement among members on how the trust should be run. The most important provisions of the CLT's By-Laws define its membership, the composition of the board of trustees, the board selection process, the procedures for deciding the use of trust-owned land (land stewardship), and the disposition of assets should the organization ever be dissolved.

Membership

As a democratic organization, a CLT has open public membership. The trust may choose to restrict membership to residents of the geographical community it has chosen to serve. If the open space land trust is limited to the South End/ Lower Roxbury neighborhood, this option should be considered. If the trust is citywide, obviously, membership would be open to all residents of the City of Boston.

Members do not necessarily have to be users or lessees of CLT owned land. One does not have to be engaged in gardening to join the proposed open space trust. The by-laws may, however, recognize the different interests and perspectives of different categories of members. For example, there might be "gardener" and "general" members. Another way of dealing with varying degrees of interest and commitment within the community is to establish "participating" and "supporting" categories of membership. Supporting members might include community residents, and perhaps people outside the community, who have an interest, but are unable to play an active role in the trust. These members, while donating political and financial support, would not enjoy the same voting rights as participating members.

Yet another option is organizational membership. In such a case, membership in the trust is comprised of existing community groups and organizations. The Boston Citywide Land Trust (BCLT), an organization currently devoted to the creation of affordable housing, employs this model. BCLT's membership includes CDCs, minority business enterprises and neighborhood associations. Such a model is an option for a citywide open space land trust. The trust would serve as an umbrella organization for the many existing open space organizations currently operating in Boston.

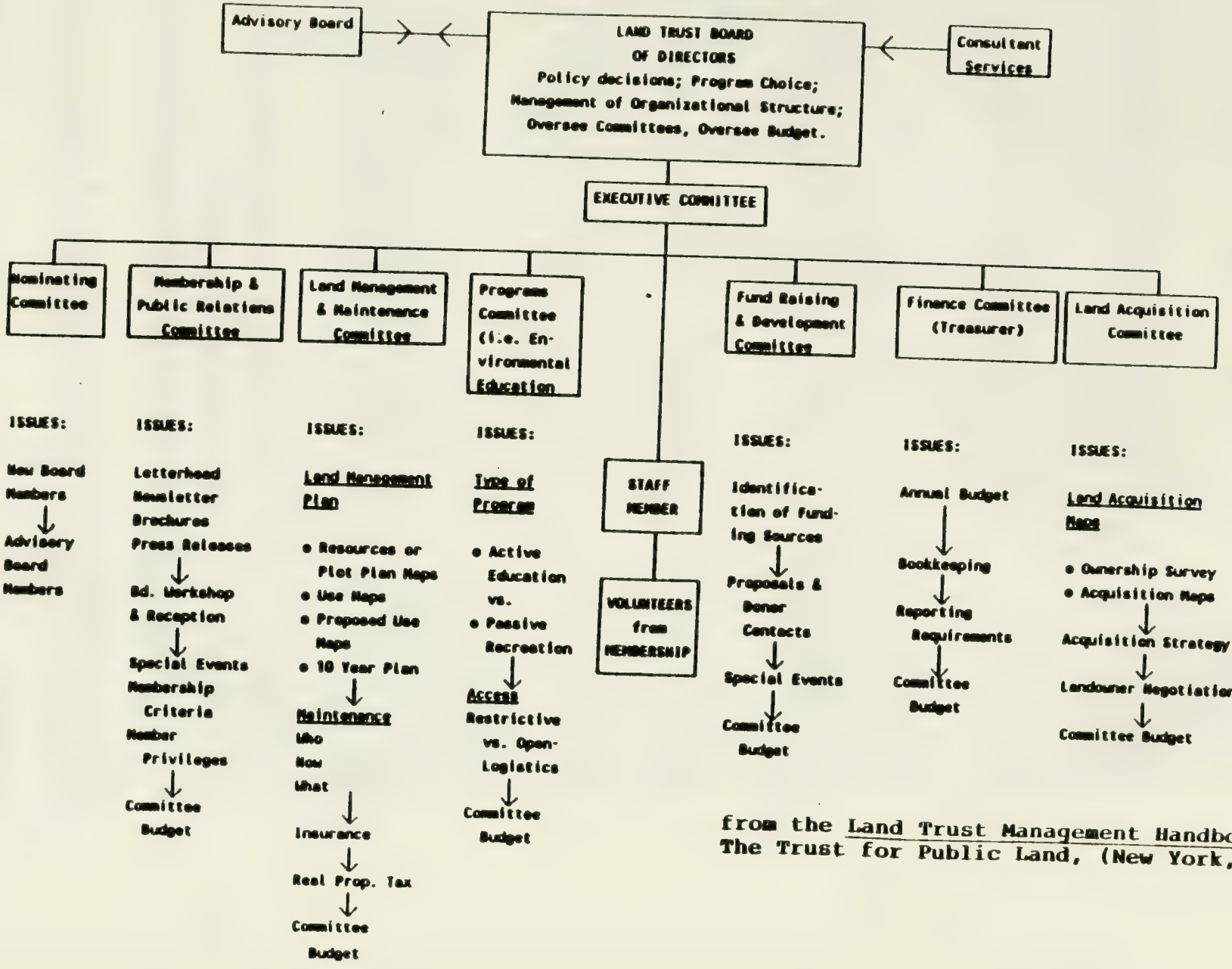
Most open space CLTs require minimal yearly membership dues. The dues should not cause a hardship for low-income residents and the exact amount should be decided upon early by the trustees.

Board of Trustees

It is the members' responsibility to democratically elect a board of trustees. The board will make decisions regarding property acquisition, financing, land use planning and development, leasing and management. The board's composition should fairly represent the various interests and priorities of the CLT's membership.

In an attempt to establish a fair balance among these various interests, some trusts have mandated patterns of representation in their by-laws. The most common formula adopted is for 1/3 of the board to be representative of the membership as a whole, 1/3 representative of the leaseholders (or gardeners, as the case may be), and 1/3 to consist of "public interest" representatives. This last category may include people who have a proven record of community service or have particular technical skills which will be of value to the trust. They might also include key persons representing other interests in the community. For example, the open space land trust may choose to reserve a fixed number of seats on the board for advocates of affordable housing. Finally, the public interest seats might be filled with local government officials who influence public policy in land-use, planning and development. Representatives of the BRA, Parks Department or the Mayor's Office could be considered for such seats. This arrangement promotes informal cooperation between the public and private sectors. The CLT could benefit from the technical and political expertise of local government and the municipality could strengthen its relationship with the community.

ORGANIZATIONAL CHART FOR A NEWLY FORMED LAND TRUST and
ISSUES FOR FUTURE CONSIDERATION




from the Land Trust Management Handbook,
The Trust for Public Land, (New York, 1987)

## RESPONSIBILITY OF LAND OWNERSHIP

### Property Taxes

As mentioned earlier, most CLTs involved with affordable housing do not seek exemption from local real property taxes. In most cases, the trust pays the taxes on the land itself and the leaseholders pay the taxes on any improvements. Such is not usually the case for open space trust. The preservation of open space by a nonprofit community group is considered a charitable purpose, entitling the group to property tax exemption in most states. The open space land trust must file a Mass. D.O.R. Form 3ABC with the City Assessing Department prior to March 1st of each year if it wishes to obtain and keep such a exemption (see the Appendix).

### Zoning

Recently, the Zoning Commission of the City of Boston amended the Boston Zoning Code to include a new zoning district; the open space (OS) district. The Zoning Commission created nine (9) open space subdistricts designations, including Open Space--Community Garden (OS-G). This amendment allows for land to be given OS designation without the simultaneous designation of a particular subdistrict. The purposes of the new district are to encourage the preservation of open space for community gardens, parklands, recreation, etc... " to prevent the loss of open space to commercial development" and to "enhance the appearance of neighborhood through the preservation of open spaces." The new Text Amendments can be found in the appendix.

The open space land trust should consider petitioning its sites to be designated as open space under the new provision. Such a designation would provide a greater degree of protection against unwanted development on scarce open space in the city.

### Insurance

Land trusts owning property must take responsibility for the safety of all who use their land. If a leaseholder or a visitor is injured on trust land, the trust may be liable for damages. An accident can create a significant financial setback which most trusts cannot withstand. Thus, the CLT must purchase insurance to cover unavoidable areas of major liability exposure. There are three areas that are commonly of greatest concern to a CLT.

1. Bodily injury to visitors and trespassers on land trust owned property.

2. Bodily injury to volunteers or paid employees of the CLT.

3. Trustees and officers errors and omissions liability (also referred to as association liability).

The first two categories are generally easily understood. Such personal liability coverage protects the trust against having to pay medical costs and/or legal expenses if an individual is injured.

The third area is more complex. The trustees and officers of a land trust are expected to carry out their duties for the good of the organization. Although uncompensated trustees and officers are usually immune from liability except in cases of gross negligence or intentionally inflicted harm, they may still be successfully sued as a result of acting in that capacity. Therefore, most trusts include an indemnification clause in their by-laws to protect the trustees and officers. By adopting this clause the trust assumes the obligation to pay out claims if successfully sued. To insure that they can fulfill this obligation, trusts purchase the aforementioned "errors and omissions" coverage.

Unfortunately, liability coverage is difficult and expensive for smaller and newly-formed trusts to obtain. Most insurance companies will not consider a trust's application for coverage until the trust has been in existence for a few years and has established a proven track record in the community. One solution to this problem is for the CLT to apply for coverage under a group insurance plan created specially for land trusts. **The Land Trust Exchange**, a national non-profit conservation organization that serves as a clearinghouse for land trusts, offers such coverage under its **Green Umbrella Program**. Individual trusts are eligible to purchase coverage if they join the **Land Trust Exchange** as Sponsors or Supporting Associates. More information can be obtained from the **Exchange** itself (see Appendix for address).

Solvency and Disposition of Assets

The by-laws of the CLT must provide for the disposition of the assets of the corporation in the event that it is dissolved (voluntarily or by court order). The trust must specify that its assets, including land, be transferred to a State or local governmental entity or to another CLT or non-profit organization with the same specified purpose as the CLT.

By law, the assets of the corporation cannot be distributed to its members or trustees. Leaseholders are further protected by a clause in their lease stating that the lease will remain binding in the event that the ownership of the land changes. Whether such a stipulation, or even long-term leases are feasible for an open space land trust is open for discussion. In an open space trust, the protection of the land is of primary importance. It is vital that the land is legally transferred to an organization that shares the CLT's purposes. The by-laws should describe the process by which the trustees and members will choose its successor.

All property acquired from the BRA will also be subject to the provisions of a Land Disposition Agreement (LDA). The LDA will specify the terms for future disposition of the property in the event that the CLT dissolves. The LDA will provide for the recapture of the property by the BRA or will specify a process by which a successor may be determined. The LDA will have a significant impact on the transfer and disposition of property acquired from the BRA, even if the BRA does not intend to regain ownership of the property.

## COSTS

### Land Acquisition

The affordability of a particular piece of property is a primary concern of a CLT. Both the price and usefulness of the site are to be carefully considered, especially in the case of an open space trust. Most trusts are unable to purchase property at full market price, and rely on donations and/or bargain sales to acquire land.

Donation of property is often the most desirable method for a trust to acquire property. Likely donors are usually other non-profit organizations not able to use or afford their land, or private property owners who seek to take advantage of sizeable tax write-offs of the value of the land they donate to the non-profit trust.

A bargain sale is the next best acquisition technique. This refers to the sale of the property for a price far below its full market value. Land held by the public sector is often sold to developers, CDCs and land trusts under this arrangement. The BRA will establish a nominal disposition price for the SENHI II garden parcels to ensure that the fledgling CLT will be able to devote its limited resources to capital improvements and continued maintenance of the open space parcel.

### Maintenance of Land

While the users of the proposed open space CLT in the South End/Lower Roxbury neighborhood will have primary responsibility to maintain their gardens, the CLT may wish to solicit grants and donations with which to start an endowment for the long term maintenance of the sites. Such maintenance might include soil improvement, fencing and any improvements which the CLT might find necessary to fund. (See sample budgets in Appendix).

### Administrative Costs

For a start-up CLT, the administrative costs can be considerable, so it will be important to try to secure as much donated legal and administrative assistance as possible. Many small CLTs, which deal only with open space, may rely heavily on the expertise and energy of their members and trustees. However, it may become necessary to hire consultant services from time to time. Many CLTs also budget for one or more paid staff persons. Again, the open space CLT will need to rely primarily on donations and grants in order to fund personnel costs, as lease fee proceeds will be quite low. Additional consideration should be paid to costs for office supplies, equipment, rent (if an office is needed) and other essential, but often overlooked expenses of running a non-profit corporation.

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Wright, David. "The Value of Community Gardens and Parks in Cities Today." New York: The Trust for Public Land.


## Sources of Additional Information

Boston Greenspace Alliance
44 Bromfield Street
Boston, MA 02111 (617) 426-7980
Contact: Mark Primach

Boston City-Wide Land Trust, Inc.
c/o U.S.E.S.,
48 Rutland Street
Boston, MA 02118 (617) 536-8610
Contact: Anne Reitmayer

Boston Urban Gardeners, Inc.
33 Harrison Avenue
Boston, MA 02111 (617) 423-7497
Contact: Charlotte Kahn

Trust for Public Land

New England Field Office
33 Harrison Avenue
Boston, MA 02111 (617) 451-7208

Northeast Office
666 Broadway / 9th Floor
New York, NY 10012 (212) 677-7171
Contact: Lisa Cashdan

Land Trust Exchange
1017 Duke Street
Alexandria, VA 22314 (703) 683-7778

Institute for Community Economics
151 Montague City Road
Greenfield, MA 01301 (413) 774-5933

Text Amendment Application No. 128
Boston Redevelopment Authority
Establish new open space district;
amend Use Item No. 27.

TEXT AMENDMENT NO. 101

EFFECTIVE
January 4, 1988†

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956 as amended, after due report, notice, and hearing does hereby amend the Boston Zoning Code as follows:

1. By striking out the first paragraph in Section 3-1, entitled "Division of City into Districts", and inserting in its place the following paragraphs:

   Division of City Into Districts

   For the purposes of this code, the city is hereby divided into districts as follows: three classes of residential districts: S (single family), R (general), and H (apartment); two classes of business districts: L (local) and B (general); three classes of industrial districts: M (restricted manufacturing), I (general), and W (waterfront); and one class of open space district: OS (open space). Land in private ownership shall not be included in the open space class of district without the written consent of the owner.

   Each of the residential, business, and industrial classes is further subdivided into subdistricts, which are identified by a number specifying the maximum allowed floor area ratio and some of which have a second number specifying a height limit.

2. By inserting in Section 3-1, after subsection (c) entitled "Industrial Districts" and listing the subdistricts of industrial districts, the following subsection:

   (d) Open Space Districts

3. By striking out the last paragraph in Section 3-1, concerning boundaries of residential, industrial, and business districts, and inserting in its place the following paragraphs:

†Date of public notice: July 11, 1987 (see St. 1956, c. 665, s. 5).

IP/SS/121587/1

The boundaries of residential, industrial, and business districts are established as shown on a series of maps entitled "Zoning Districts City of Boston," dated August 15, 1962, on file in the office of the City Clerk, which maps, with all explanatory matter thereon, and all maps which, by amendment of this code, may be substituted therefor or made supplemental thereto shall be deemed to be, and are hereby made, a part of this code.

The locations and designations of open space districts shall be shown on a series of supplemental maps entitled "Zoning Districts City of Boston - Supplemental Map - Open Space Districts", which shall be made a part of this code in accordance with the provisions of the foregoing paragraph. Notwithstanding that the site of a designated open space district appears to be in a residential, business, or industrial district on any map numbered 1 through 12 in the series of maps entitled "Zoning Districts City of Boston", such site is in an open space district.

4. By inserting in Section 8-7, entitled "Use Regulations", in the key to Table A, between the columns entitled "Industrial" and "Status", a new column as follows:

Open Space
OS* = Open Space

5. By inserting above the line beginning "ID" in said key to Table A the following:

See Section 3-1 for further explanation of the above districts.

6. By inserting below the line beginning "ID" in the key to Table A the following:

*OS districts are not included in the table below. All uses except Use Items No. 27 and 27A are forbidden in OS districts. Use Item No. 27 is allowed and Use Item No. 27A is conditional in OS districts, subject to the provisions of Article 33 of this code and of St. 1956, c. 665, s. 2, as amended.

7. By striking out Use Item No. 27 of Table A of Section 8-7 and inserting in its place the following Use Items:

| | |
|---|---|
| 27 | Open space in public ownership dedicated to or appropriated for active or passive recreational use or to the conservation of natural resources; including but not limited to the waterway areas, beaches, reservations, parks, and playgrounds within the boundaries of the City of Boston; or, open space in private ownership for active or passive recreational use or for the |

conservation of natural resources. In an OS district there shall be no structures except those accessory to open space uses, in accordance with Use Item No. 27A..... A A A /A A / A A A

27A Open space recreational building, a structure on an open space area that is necessary and/or appropriate to the enhanced enjoyment of the particular open space area..... C*C*C*/C*C*/C*C*C*

In an OS district, such structure is C* and, further, is subject to the provisions of Article 33.

*Subject to St. 1956, c. 665, s. 2, as amended.

Richard B. Fowler
Chairman

Robert H. Kaus
Vice Chairman

Edward J. DiBenedetto

Robert Fondren

Nicola Bevere Welch

Jean M. McGrath

In Zoning Commission Adopted December 8, 1987

Attest: Marguerite Kelleher
Secretary

Raymond L. Flynn
Mayor, City of Boston

Date: January 4, 1988

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The foregoing amendment was presented to the Mayor on December 17, 1987, and was signed by him on January 4, 1988, whereupon it became effective on January 4, 1988, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

Attest: Marguerite Kelleher
Secretary

Text Amendment Application No. 129
Boston Redevelopment Authority
Open Space Subdistricts

TEXT AMENDMENT NO. 102

EFFECTIVE
March 8, 1988†

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956 as amended, after due report, notice and hearing does hereby amend the Boston Zoning Code as follows:

1. By inserting, at the end of the second paragraph of Section 3-1, respecting the division of the city into districts, as amended by Text Amendment No. 101, the following sentence:

   The open space district may be divided into open space subdistricts in accordance with the provisions of Article 33.

2. By inserting in Section 3-1, as amended by Text Amendment No. 101, below the subheading "(d) Open Space Districts" the following subdistrict designations:

| | |
|---|---|
| OS-A | Air-Right |
| OS-CM | Cemetery |
| OS-G | Community Garden |
| OS-P | Parkland |
| OS-RC | Recreation |
| OS-SL | Shoreland |
| OS-UP | Urban Plaza |
| OS-UW | Urban Wild |
| OS-WA | Waterfront Access Area |

3. By inserting after Article 32 the following article:

ARTICLE 33

OPEN SPACE SUBDISTRICTS

SECTION 33-1. Preamble. This article supplements the creation of an open space district (OS) designation, which under Text Amendment No. 101 can be given to public lands or, with the written consent of the owner, to private property. The open space district and nine open space subdistricts, taken together, present a comprehensive means for protecting and conserving open spaces through land use regulations. The open space (OS) designation and an open space subdistrict designation can be used in conjunction with

†Date of public notice: July 11, 1987 (see St. 1956, c. 665, s. 5).

each other, thus establishing for the land so designated the particular restrictions of one of the subdistricts: community garden, parkland, recreation, shoreland, urban wild, waterfront access area, cemetery, urban plaza, or air-right. Land can be given the OS designation, however, without the simultaneous designation of a particular subdistrict, such as "park" or "garden", where the desired subdistrict designation is yet to be determined. This system instills flexibility into the regulation of open space.

SECTION 33-2. Statement of Purpose. The purposes of this article are to encourage the preservation of open space for community gardens, parkland, recreation, shoreland, urban wild, waterfront access area, cemetery, and urban plaza purposes; to enhance the quality of life of the city's residents by permanently protecting its open space resources; to distinguish different open space areas in order to provide for uses appropriate to each open space site on the basis of topography, water, flood plain, scenic value, forest cover, urban edge, or unusual geologic features; to prevent the loss of open space to commercial development; to restore Boston's conservation heritage of Olmsted parks; to coordinate state, regional, and local open space plans; to provide and encourage buffer zones between incompatible land uses and mitigate the effects of noise and air pollution; to promote and maintain the visual identity of separate and distinct districts; to enhance the appearance of neighborhoods through preservation of natural green spaces; and to ensure the provision of adequate natural light and air quality by protecting the supply of vegetation and open space throughout Boston.

SECTION 33-3. Definitions. For the purposes of this article only, the following words and phrases, when capitalized, shall have the meanings indicated.

1. "Applicant" shall mean any person or entity having a legal or equitable interest in a Proposed Project subject to the provisions of this article, or the authorized agent of any such person or entity.

2. "Planning and Zoning Advisory Committee" shall mean any neighborhood-based committee appointed by the Mayor to render advice to neighborhood residents, the Mayor, city departments, and the Boston Redevelopment Authority regarding land use planning and zoning issues.

3. "Neighborhood Council" shall mean any neighborhood-based council established by the Mayor to render advice to neighborhood residents, the Mayor, city departments, and the Boston Redevelopment Authority regarding any municipal issues of neighborhood concern.

4. "Proposed Project" shall mean the erection, extension, or demolition of any structure or part thereof, or the change of use of any structure or land, for which the Applicant is required to obtain a building or use permit.

5. "Public Agency" shall mean the Commonwealth or one or more political subdivision(s) of the Commonwealth, or a department, agency, board, commission, authority, or other instrumentality of the Commonwealth, or of one or more political subdivision(s) of the Commonwealth, or the United States.

6. "Transit Corridor" shall mean any interstate, state, or local highway or rail line which lies below the grade level of abutting parcels of land, not including abutting transit corridors which lie below grade level.

7. "Vacant Public Land" shall mean any land owned by a Public Agency that is not in use for an essential public purpose.

SECTION 33-4. Petitioning for Open Space Subdistricts. Any property owner, or property owner representing a Planning and Zoning Advisory Committee or Neighborhood Council, or the Boston Redevelopment Authority, or the Boston Conservation Commission may petition the Zoning Commission to establish or to substantially change the use of an open space subdistrict within an open space (OS) district.

SECTION 33-5. Establishment of Open Space Subdistrict Categories. The nine categories of open space subdistricts established in Section 3-1 are: (a) OS-G, Community Garden; (b) OS-P, Parkland; (c) OS-RC, Recreation; (d) OS-UW, Urban Wild; (e) OS-SL, Shoreland; (f) OS-WA, Waterfront Access Area; (g) OS-CM, Cemetery; (h) OS-UP, Urban Plaza; and (i) OS-A, Air-Right.

SECTION 33-6. Land Eligible for Open Space Subdistrict Designation. Open space subdistricts may be established by the Zoning Commission only on land within an OS zoning district. An open space subdistrict designation imposes land use restrictions, as provided for in Sections 33-8, 33-9, 33-10, 33-11, 33-12, 33-13, 33-14, 33-15, and 33-16, which augment the basic use restrictions pertaining to OS districts (see Section 8-7). An open space subdistrict may be established on any land contained within one or more open space districts, provided that such land is: (a) owned by a Public Agency, including but not limited to the City of Boston, the Boston Conservation Commission, the Boston Parks and Recreation Department, the Boston Redevelopment Authority, the Boston School Department, the Massachusetts Department of Environmental Quality Engineering, the Massachusetts Port Authority, the Metropolitan District Commission, the Boston Public Facilities Department, the Boston Real Property Department, or the Boston Water and Sewer Commission; or (b) owned by a private person, entity, or conservation trust, such as the Boston Natural Areas Fund, which consents in writing to the establishment of an open space subdistrict on such land.

SECTION 33-7. Minimum Area of Open Space Subdistricts. There shall be no minimum land area requirement for an open space subdistrict.

SECTION 33-8. Community Garden Open Space Subdistricts. Community Garden open space (OS-G) subdistricts shall consist of land appropriate for and limited to the cultivation of herbs, fruits, flowers, or vegetables, including the cultivation and tillage of soil and the production, cultivation, growing, and harvesting of any agricultural, floricultural, or horticultural commodity; such land may include Vacant Public Land.

SECTION 33-9. Parkland Open Space Subdistricts. Parkland open space (OS-P) subdistricts shall consist of land appropriate for and limited to passive recreational uses, including walkways, picnic areas, and sitting areas; such land may include Vacant Public Land. No building or structure which exceeds six hundred square feet in land area shall be erected within a

Parkland subdistrict, and any structure in such subdistrict is subject to the provisions of Use Item No. 27A of Section 8-7; provided, the Boston Parks and Recreation Department, the Metropolitan District Commission, or the National Park Service may erect in parks that are now or hereafter may be under their control, except the Boston Common, Public Garden, and public squares, structures for the shelter and refreshment of persons frequenting such parks and for other park purposes, of such materials and in such places as in the opinion of the Commissioner of the Boston Fire Department do not endanger buildings or structures beyond the limits of the park.

SECTION 33-10. Recreation Open Space Subdistricts. Recreation open space subdistricts (OS-RC) shall consist of land appropriate for and limited to active or passive recreational uses, including walkways, physical education areas, children's play areas, swimming pools, skating rinks, and sporting areas, or a combination thereof, where such uses are administered by the Boston Parks and Recreation Department, the Metropolitan District Commission, or any nonprofit organization established for the purposes of carrying out the land uses allowed in this article; such land may include Vacant Public Land.

SECTION 33-11. Shoreland Open Space Subdistricts. Shoreland open space (OS-SL) subdistricts shall consist of land appropriate for and limited to that which borders on tidewater or the ocean, including land over which the tide ebbs and flows, or any bank, marsh, beach, dune, swamp, salt meadow, tidal flat, or other low land subject to tidal action or coastal storm flowage. Any Proposed Project in a Shoreland subdistrict shall be limited to the following uses: (a) water-based recreational facilities such as swimming beaches, fishing piers, facilities accessory to the operation of a boating program open to the public, and launching ramps and transient dockage for recreational boats; (b) parks, walkways, children's play areas, or other open spaces for public enjoyment of the waterfront; and (c) facilities or services related to waterborne passenger transportation in excursion boats, ferries, cruise ships, water-taxis, or other similar types of vessels.

SECTION 33-12. Urban Wild Open Space Subdistricts. Urban Wild open space (OS-UW) subdistricts shall consist of land not in the city's park system which includes undeveloped hills, rock outcroppings, quarries, woodlands, meadows, scenic views, inland waters, freshwater wetlands, flood plains, wildlife habitat, or any estuary, creek, river, stream, pond, or lake, or any land under said waters. Urban Wild open space subdistricts shall be limited to conservation and passive recreational uses. Unpaved walkways are allowed in Urban Wild subdistricts.

SECTION 33-13. Waterfront Access Area Open Space Subdistricts. Waterfront Access Area open space (OS-WA) subdistricts shall consist of land which abuts or lies under the waters of the Commonwealth within the jurisdiction of the city. Any Proposed Project in a Waterfront Access Area subdistrict shall be limited to the following uses: (a) water-based recreational facilities such as swimming beaches, fishing piers, facilities assessory to the operation of a boating program open to the public, and launching ramps and transient dockage for recreational boats; (b) parks, walkways, children's play areas, or other open spaces for public enjoyment of the waterfront; and (c) facilities or services related to waterborne passenger transportation in

excursion boats, ferries, cruise ships, water-taxis, or other similar types of vessels. Such facilities are subject to the provisions of Use Item No. 27A of Section 8-7.

SECTION 33-14. Cemetery Open Space Subdistricts. Cemetery open space (OS-CM) subdistricts shall be comprised of land appropriate for and limited to the purposes of interment.

SECTION 33-15. Urban Plaza Open Space Subdistricts. Urban Plaza open space (OS-UP) subdistricts shall consist of land appropriate for and limited to passive recreational uses; Urban Plaza subdistricts shall be directly accessible to the public from an adjoining street and may be furnished with benches, chairs, or other seating facilities and contain works of art, plantings, and other features.

SECTION 33-16. Air-Right Open Space Subdistricts. Air-Right open space (OS-A) subdistricts shall consist of land used as Transit Corridors owned by a Public Agency; Air-Right open space subdistrict regulations shall apply only to the development of spaces over such Transit Corridors.

1. No Proposed Project which is not necessary for the operation and maintenance of the Transit Corridor shall be permitted in an Air-Right open space subdistrict unless: (a) the Proposed Project preserves an area of open space equal to at least fifty percent (50%) of the site area of the Proposed Project, provided that such open space is exclusive of land that is paved for parking or loading or used for parking or loading; and (b) the Proposed Project provides open space which has landscaping features and a shape, dimension, character, and location suitable to assure its use for park, recreation, conservation, or garden purposes. The Public Agency or Applicant shall provide an open space plan which demonstrates compliance with the requirements of this paragraph; such plan shall be subject to the approval of the Boston Conservation Commission.

2. The Boston Conservation Commission shall base its approval of the open space plan required in paragraph 1 above on the Public Agency's provision of a perpetual conservation restriction of the type described in General Laws, Chapter 184, Section 31, as amended, which restriction shall run to or be enforceable by the city and recorded in respect to such open space. Such restriction shall provide that the open space shall be retained in perpetuity for one or more of the following purposes: conservation, garden, recreation, parkland, or any other purpose allowed pursuant to this article. Such restriction shall be in such form and substance as the Boston Conservation Commission prescribes and may contain such additional restrictions on development and use of the open space as the Boston Conservation Commission may deem appropriate pursuant to an agreement executed between the Boston Conservation Commission and the Public Agency.

SECTION 33-17. Direct Designation of Open Space Districts. Notwithstanding any other provision of this article, the Zoning Commission finds the following areas are in compliance with the provisions of this article, and hereby designates the following areas as open space (OS) districts in their present uses.

| Name of Park | Address/Location |
|---|---|
| **Government Center** | |
| Cardinal Cushing Park | 73-79 Cambridge Street/New Chardon Street |
| James M. Curley Memorial Plaza | 119-133 Hanover/16-64 Union Street |
| **Waterfront** | |
| Christopher Columbus Park | 115-157 Atlantic Avenue |
| Rose Kennedy Garden | 115-157 Atlantic Avenue |
| **South Cove** | |
| Tai Tung Park | 116 Tyler Street/Tai Tung |
| Elliott Norton Park | 301-317 Tremont Street, Charles Street South |
| **South End** | |
| Peter's Park | Shawmut Avenue/Briggs Street/Bradford Street/ Wilkes Street/Washington Street |
| Watson Park | 12-14 Taylor Street |
| James Hayes Park | 167 West Canton Street/158 Warren Avenue |
| Titus Sparrow Park | West Rutland Square/West Newton Street |
| David L. Ramsay Park (former Derby Park) | 3 Ball Street/622 Shawmut Avenue/1901-1903 Washington Street, 1 Worcester Place |
| St. Helena's Park | 95-99 Union Park Street |
| **Fenway** | |
| Morville Community Park | Norway Street/48-58 Edgerly Road/ Burbank Street |
| **Roxbury** | |
| Madison Park High School Track and Field | Cabot Street/Ruggles Street/Dewitt Street |
| Jeep Jones Park | New Dudley Street/King Street |
| Malcolm X Park (formerly Washington Park) | 2700 Washington Street/Dale Street/Paulding Street/Martin Luther King, Jr., Boulevard |
| **Charlestown** | |
| Shipyard Park | Charlestown Navy Yard |

SECTION 33-18. Severability. The provisions of this article are severable, and if any such provision or provisions shall be held invalid by any decision of any court of competent jurisdiction, such decision shall not impair or otherwise affect any other provision of this article.

Text Amendment Application No. 129 Text Amendment No. 102

Richard S Foster
Chairman
Robert L Shaw
Vice Chairman
Joseph W Joyce
[illegible]
[illegible]
Albert Fondren
Marita Gerard Welsh
[illegible]
Edward J D'Agostino

In Zoning Commission Adopted January 12, 1988

Attest: Marguerite Hilda Grand
Secretary

Mayor, City of Boston

Date:

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The foregoing amendment was presented to the Mayor on February 19, 1988, and was not returned by him with objections thereto in writing within fifteen days thereafter. The foregoing amendment, therefore, became effective on March 8, 1988, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

Attest: Marguerite Hilda Grand
Secretary

COST ESTIMATES FOR A COMMUNITY GARDEN

| *One-Time Costs* | *Low Estimate* | *High Estimate* |
|---|---|---|
| Incorporation | $ 30 | $ 200 (includes legal fees) |
| Land acquisition* | 100 | 5,000 |
| Topsoil, delivered (at $8.50–13 per cubic yard) | 400 | 2,000 |
| Soil amendments (limestone, granite dust, peat moss, greensand, etc.)* | 50 | 250 |
| Water installation | | |
| Meter | 250 | 500 |
| Copper supply line | 800 | 2,000 |
| PVC (plastic) line | 50 | 250 |
| Fencing, installed | | |
| 6′ chain link ($6.50 per linear foot) | 2,000 | 6,500 |
| 6′ wooden ($4.00 per linear foot)* | 1,200 | 4,000 |
| turkey wire (do-it-yourself) | 300 | 2,000 |
| Landscaping | | |
| Planting materials* | 25 | 500 |
| Railroad ties ($2–12 each)* | 40 | 1,000 |
| Wooden stakes* | 40 | 100 |
| Building projects | | |
| Compost bins* | 10 | 75 |
| Benches, tables* | 25 | 1,000 |
| Tool shed* | 100 | 1,000 |
| Special activities | | |
| Entertainment* | 25 | 500 |
| Educational* | 10 | 500 |
| Total | $1,455 | $20,955 |
| *Ongoing Costs (on a yearly basis)* | | |
| Taxes | $ 75 | $ 1,300 |
| Water bills ($2–4 per plot) | 50 | 200 |
| Garden coordinator* | 100 | 600 |
| Bookkeeper* | 100 | 1,500 |
| Mailings | | |
| Photocopying* | 5 | 100 |
| Postage* | 15 | 150 |
| Miscellaneous office supplies* | 20 | 150 |
| Administrative (typing, phone calls, etc.)* | 10 | 200 |
| Travel (gas, truck rental)* | 10 | 200 |
| Liability insurance | 55 | 100 |
| Manure* | 5 | 50 |
| Tools* | 30 | 100 |
| Maintenance | | |
| Fence repairs, chain link* | 50 | 1,000 |
| Fence repairs, wooden* | 30 | 200 |
| Water line repairs, PVC (plastic)* | 5 | 100 |
| Water line, spigots or standpipes* | 50 | 1,000 |
| | $ 510 | $ 6,650 |

*Available free, recycled, or donated.

from A Handbook of Community Gardening, Susan Naimark, Editor, Boston Urban Gardeners, (New York, 1982)

## SAMPLE COMMUNITY GARDEN BUDGET

The following budget is reprinted from the USDI Heritage Conservation and Recreation Service publication, A Citizen's Guide to Maintaining Neighborhood Places. This community garden budget is representative of what could be expected for a more established garden which has already completed its major capital improvements associated with lot clearing and property acquisition.

**Sample Community Garden**
**Management/Development Budget**

| | | | |
|---|---|---|---|
| **Office Expenses** | | | |
| Utilities | $ 225.00 | | |
| Printing | 600.00 | | |
| Postage | 20.00 | | |
| Office Supplies | 20.00 | **Subtotal** $ | 865.00 |
| **Project Expenses** | | | |
| Property taxes | $1,000.00 | | |
| Insurance | 150.00 | | |
| Gardening hand tools | 200.00 | | |
| Tiller & mover rentals | 75.00 | | |
| Shrubbery, trees, soil, plants | 200.00 | | |
| Miscellaneous-garbage pickup, etc. | 100.00 | **Subtotal** | $1,725.00 |
| | | **Total Expenses** | $2,580.00 |
| **Sources of Funds** | | | |
| Yearly membership fees @ $10.00 | $ 250.00 | | |
| Community Development Block Grant | 500.00 | | |
| Ajax Sheet Metal Company | 50.00 | | |
| Brown & Green Nursery | 50.00 | | |
| Yearly barbecue @$3.00 | 150.00 | | |
| Semiannual Flea Market | 600.00 | | |
| The Rita Mae Gooch Foundation | 500.00 | **Subtotal** | $2,100.00 |
| **Donations of Equipment & Services (+Matching Costs):** | | | |
| Ajax Bulldozer Service-- clear rubble from site | $ 200.00 | | |
| Brown & Green Nursery-- Shrubs and fertilizer | 150.00 | | |
| Phillips Hardware-- garden tools | 125.00 | | |
| Max's Farm Equipment-- tiller use | 35.00 | | |
| Mrs. Kramer's lawnmower | 35.00 | | |
| City of Belmost-- water & electricity | 150.00 | | |
| Firemans Insurance Company-insurance | 150.00 | **Subtotal** | $ 845.00 |
| | | **Total Income** | $2,945.00 |

A FRAMEWORK FOR DISCUSSION

# SOUTH END

## DENSITY IMPACT STUDY
## &
## ZONING RECOMMENDATIONS

CITY OF BOSTON
RAYMOND L. FLYNN, MAYOR

BOSTON REDEVELOPMENT AUTHORITY
STEPHEN COYLE, DIRECTOR

ROBERT L. FARRELL, CHAIRMAN
JOSEPH J. WALSH, VICE-CHAIRMAN
JAMES K. FLAHERTY, TREASURER
CLARENCE J. JONES, VICE-TREASURER
MICHAEL F. DONLAN, MEMBER
KANE SIMONIAN, SECRETARY

BOSTON
REDEVELOPMENT
AUTHORITY

Stephen Coyle *Director*

One City Hall Square
Boston, MA 02201
617-722-4300

February 24, 1987

Dear Concerned Resident,

Arthur Howe and several members of the Zoning Committees of the Pilot Block and Ellis Neighborhood Associations of the South End community have proposed to the City two major zoning amendments to address the impacts of building conversions on traffic and parking, open space, and density in general in the South End. The first proposal would lower the floor area ratio from three to two in residential districts. The second proposal would establish a Density Limitation Overlay District to limit in row buildings the number of units with less than 1000 square feet. These proposals are now pending before the Zoning Commission.

The Boston Redevelopment Authority commissioned a South End Density Study by Thomas Planning Associates to provide technical analysis of the proposals as well as other recommendations on appropriate density controls. This report is being submitted to you and the community today for your review and input. This will begin a community review process during which the Authority and Mayor's Office of Neighborhood Services will hold public meetings and working sessions with residents prior to making final zoning recommendations to the Authority Board and the Zoning Commission. Because there is a need to resolve these questions expedientley, we are proposing a 90 to 120 day comment and review process.

The Thomas Planning Associates analysis supports the proposal to lower the allowed residential density and implement the density limitation overlay controls. We feel that these are critical measures that can limit the number of conversions to small housing units in the South End and begin to control parking problems. These measures could also help to cool the speculative market in this neighborhood that drives up housing costs, eliminates family housing, and works against affordable housing.

As part of the community review process we would like consideration given to additional zoning and policy changes.

- o Parking Requirements: There are currently 6,100 cars registered in the South End. There are approximately 3,200 on street parking spaces while 4,800 residential parking stickers have been issued. We are proposing to raise significantly the

*Boston Redevelopment Authority is an Equal Opportunity Affirmative Action Employer*

parking requirements to reflect the pattern of car ownership and use in the South End today. The revised ratio for new units would require 1 space per unit for 1 to 3 units, 1.25 for 4 to 6 units, 1.33 for 7 to 9 units and 1.5 for 10 or more units. Units sold or rented to low or moderate income families or residential developments which provide at least two-thirds of their units for low and moderate income households would be required to provide 0.7 space per unit.

- Open Space: Within the South End study area there exist only 4.5 acres of open space for approximately 13, 282 households and approximately 30,000 people. Sound planning dictates that this area needs 20 to 45 acres of open space. The Boston Redevelopment Authority has approved the expenditure of $15,000 to enter into a contract with Boston Urban Gardeners to conduct open space planning for the South End. With the cooperate efforts of the community we can find a new location for a park and recreational facility in this neighborhood. We would also seek the assistance of the City's Parks and Recreation Department in this effort.

- Underlying Zoning: Local business districts cover large areas of the South End primarily along Washington Street and Shawmut Avenue. We are proposing to rationalize the underlying zoning in these districts by creating a new neighborhood business zone that allows uses appropriate to the needs of residents and reduces the area in which these uses can be located.

- Down-Zoning: In addition to lowering the floor area ratio of the H-3, H-3-U and H-5-U districts as originally proposed, we recommend analyzing the remaining zoning districts in the study area to determine if downzoning to H-2 is appropriate.

- Trash Compactors: In the South End Density Impact Study it is recommended trash compactors be included in residential buildings. We recommend this requirement in residential buildings over a threshold of 8 to 10 units in order to reduce the volume of trash on streets and alleys and accompanying rodent problems. This can have a beneficial cumulative effect on the perceptible problems of density.

- Utility Notices: As recommended in the Study, requiring notices to utilities of pending development can allow them to anticipate demand and infrastructure needs and reduce the incidence of inadequate service or brown-outs. We recommend this notification procedure be adopted.

The South End Density Study, the policy recommendations referenced above, and other proposals that may come from the community through the review process together provide a framework for community discussion and review of South End zoning. This planning process will help us to address the questions that arise about the impacts of the removal of the Orange Line and development pressure that will be placed along the Washington Street corridor.

As in planning for the SENHI parcels our ultimate objective is to protect the residential character of the South End and to encourage affordable family size housing units. Our commitment is to conduct the process in an open and fair way.

The community review period will provide valuable input into refining and structuring these proposals to meet the land use needs and provide appropriate zoning controls for thw South End. We need and welcome your participation.

Sincerely,

Stephen Coyle
Director

DRAFT

BOSTON REDEVELOPMENT AUTHORITY

BOSTON, MASSACHUSETTS

# SOUTH END DENSITY IMPACT STUDY

JANUARY, 1987

THOMAS PLANNING SERVICES, INC.
120 TREMONT STREET
BOSTON, MASSACHUSETTS 02108

## REPORT SUMMARY

The City has been petitioned to adopt changes to the Boston Zoning Code to reduce the adverse impacts of a markedly increased density in the South End. The impacts of this adverse density are manifested in the specific problems of parking, sanitary conditions, and availability of affordable family housing.

The purpose of this study is to determine an optimum density for the South End and to evaluate the proposals of the neighborhood association.

The South End faces problems peculiar to high density communities. These problems include high levels of noise, air pollution, traffic congestion, inadequate sewage disposal, and high demand on utilities. The issues are exacerbated by the recent trend of young professionals returning to the central city to take advantage of the social and economic opportunities available there.

The City of Boston Zoning Code influenced the existing pattern of development in the South End. The area was down-zoned at a time of high disinvestment to stimulate an economic revival in the neighborhoods. The down-zoning resulted in a change in zoning classification of a portion of the South End from H-2 to H-3. The Code permits the conversion of structures to contain more units than presently exist where the structure will meet at least half of the parking and setback requirements for the district. Moreover, open space requirements may be met through the construction of balconies and decks.

The City's effort to spur reinvestment in the area has been successful. The neighborhood's housing stock has been rehabilitated and increased.

Two proposals to amend the Zoning Code have been submitted to the City. The first proposal would change the classification of the H-3 District to H-2. The second proposal would limit the number of dwelling units with less than one-thousand square feet. The proposals are currently before the Zoning Commission, which is awaiting this report and the recommendations of the BRA before taking action. In addition, the City is considering amendments to the Zoning Code which would increase requirements for off-street parking.

A methodology was established for this study in which a study area was delineated and information relating to density measures were gathered on a random sample. The density measures were to be applied to applicable standards and previous studies to determine an adequate density for the South End. Problems arose as much of the data required for density measurement was unavailable or could not be located, and standards or studies applicable to the unique South End neighborhood were not available. To augment the findings, an analysis of zoning requirements in neighborhoods similar to the South End was undertaken. Zoning requirements for neighborhoods in Cambridge, Chelsea, Brookline and Somerville were analyzed.

Analysis of the comparables indicates that permitted density in the South End is much higher than that permitted in similar high density neighborhoods in the Boston region. Densities range from fifteen to twenty dwelling units per net acre in the communities surrounding Boston; the density in the study area is approximately thirty-four units per gross acre, or, assuming that streets, sidewalks and other public spaces consume half an acre, seventeen units per net

acre. While the present density is within the range when compared to that of comparable neighborhoods in surrounding communities, it is low compared to the figure of forty units per acre recommended in the Urban Renewal Plans for the area, and the figure of approximately fifty units per acre recommended in Planning the Neighborhood.

The results of the analysis of comparables and accepted planning standards is inconclusive as far as setting an optimum density level in the South End. However, the analysis does indicate that the present density is within an acceptable range, provided that off-street parking and open space requirements can be met.

Parking

The need for off-street parking is not presently being met. A study by the BRA indicates that there were 6,110 automobiles in the South End. According to the Office of Traffic and Parking, over forty-eight hundred residential parking stickers were distributed in the South End as of September 18, 1986; however, there are only approximately thirty-two hundred on-street resident and visitor parking spaces in the entire South End district. These figures indicate the lack of adequate off-street parking facilities. Present off-street parking requirements are minimal; analysis of comparables indicate that other communities require no less than one parking space per unit. The clause requiring only half the off-street parking requirements in conversions only adds to the automobile congestion in the district.

Open Space

The need for open space can only be met at the expense of clear access through the back alleys and loss of aesthetic appeal. The Zoning Code permits the open space requirements to be met on balconies or decks on a one-square foot of balcony/deck equals one square foot of open space basis. As a result, decks and balconies are being constructed in the alleys, blocking through access and creating unsightly conditions.

Proposed Amendments

The proposal before the Zoning Commission to rezone the H-3 District to an H-2 District will have the effect of limiting conversions in the area. Open space and parking requirements would be increased, restricting the opportunities for conversion.

The proposal to limit the number of units with less than one thousand square feet would have the effect of preserving large units and reducing the number of new dwelling units. In turn, the number of potential automobiles and households would be reduced. The diversity of the neighborhood would be maintained in that large units, attractive to families with children, would be available.

The quantitative effect of the two proposals may be to reduce speculation in the area. The return on development may be reduced as the number of potential dwelling units decreases. With reduced potential profits, housing development in the area may decrease.

The lack of housing for families is to the detriment of the neighborhood. Family housing provides for diversity in the neighborhood, social interaction among residents, community involvement in neighborhood issues, and continued maintenance of the neighborhood.

Recommendations

Appropriate densities are in the range of thirty to forty dwelling units per gross acre. The proposals now before the Commission will result in densities within this range.

The City can mitigate the impacts of conversions through adoption of the changes to the off-street parking requirements now under consideration in the BRA. The increase in off-street parking requirements would reduce the impacts of conversion on the South End neighborhoods by limiting the opportunities for conversion and by providing for adequate off-street parking facilities. Where off-street parking facilities cannot easily be provided, the City may consider providing the developer with an option to contribute to a parking fund for the construction of public off-street parking facilities on strategically located City owned land.

The City may also consider additional requirements for conversion to further mitigate some of the negative aspects of high density development. The requirement of garbage disposals and trash compactors for each newly created unit would reduce waste storage and disposal problems. An open space fund, similar to the off-street parking facility fund, would provide the City with the opportunity to acquire/develop neighborhood open spaces. Elimination of the incentives for conversion, e.g., reduced open space and off-street parking requirements, would also mitigate the impacts of conversion.

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# I. STATEMENT OF THE PROBLEM

## A. South End

The City has been petitioned to adopt changes to the Boston Zoning Code to reduce the adverse impacts of a perceived increase in residential density in the South End. The impacts of this adverse density are manifested in the specific problems of parking, sanitary conditions, and availability of affordable family housing.

The South End faces issues peculiar to all high density communities. These issues include, among others, high levels of noise, air pollution, frequently inadequate waste disposal, impeded traffic circulation, high demand on utilities, crowding and lack of adequate open space. Each issue may relate to adverse impacts. For example, loud or sustained levels of noise are known stressors on the human body. Urban noises, e.g., traffic, can cause deafness or nervous reactions, e.g, ulcers and mental disorders, in humans. Air pollution can exacerbate pulmonary diseases, e.g., asthma, emphysema, and has been linked as a contributary cause of lung cancer. Poor traffic circulation not only contributes to high noise levels and air pollution problems, but it also impedes delivery of emergency and non-emergency services and causes stress in the motorist caught in traffic. Inadequate waste disposal services result in sanitary problems and associated diseases. A high demand on utilities results in frequent slow down or disruption of service. Overcrowding and a lack of adequate open space can adversely affect one's mental and physical health.

Although these are issues of concerns in the South End, the quality of life in the neighborhood is enjoyable. The neighborhood's proximity to downtown Boston and the financial district provides its residents with easy access to the City's employment, shopping, recreation and cultural attractions. The neighborhood has direct access to the regional transportation network, both through the MBTA and regional highways. The South End is also very much a melting pot of people of different ethnic backgrounds, with growing black, Hispanic and Asian populations, providing an opportunity for the neighborhood's residents to interact and experience different cultures.

Peculiar to the South End is the consistency of housing style and a long history of housing for families and singles, the latter historically in rooming houses, now often in apartments or condominiums.

The purpose of this study is to determine an appropriate density for the South End and to evaluate the Zoning amendment proposals now before the Zoning Commission. The study is a part of the Boston Redevelopment Authority's review of the petition.

## B. Trends and Issues

The problem in the South End is in large part a result of trends in urban development which are occurring across the country. These trends include a move back to the central cities and changes in family composition. After many decades of disinvestment and population flow to the suburbs, people are beginning to move back to the central cities. Following World War II, city dwellers began to abandon the central cities in favor of suburban living as a

single family, detached home on an individual lot became the American dream. This flight from the cities was fueled by the expansion and improvement of the federal highway system, the availability of low cost government loans, and other federal programs favoring development in the suburbs. The central cities were left to the relatively immobile (the poor, the elderly, and minorities).

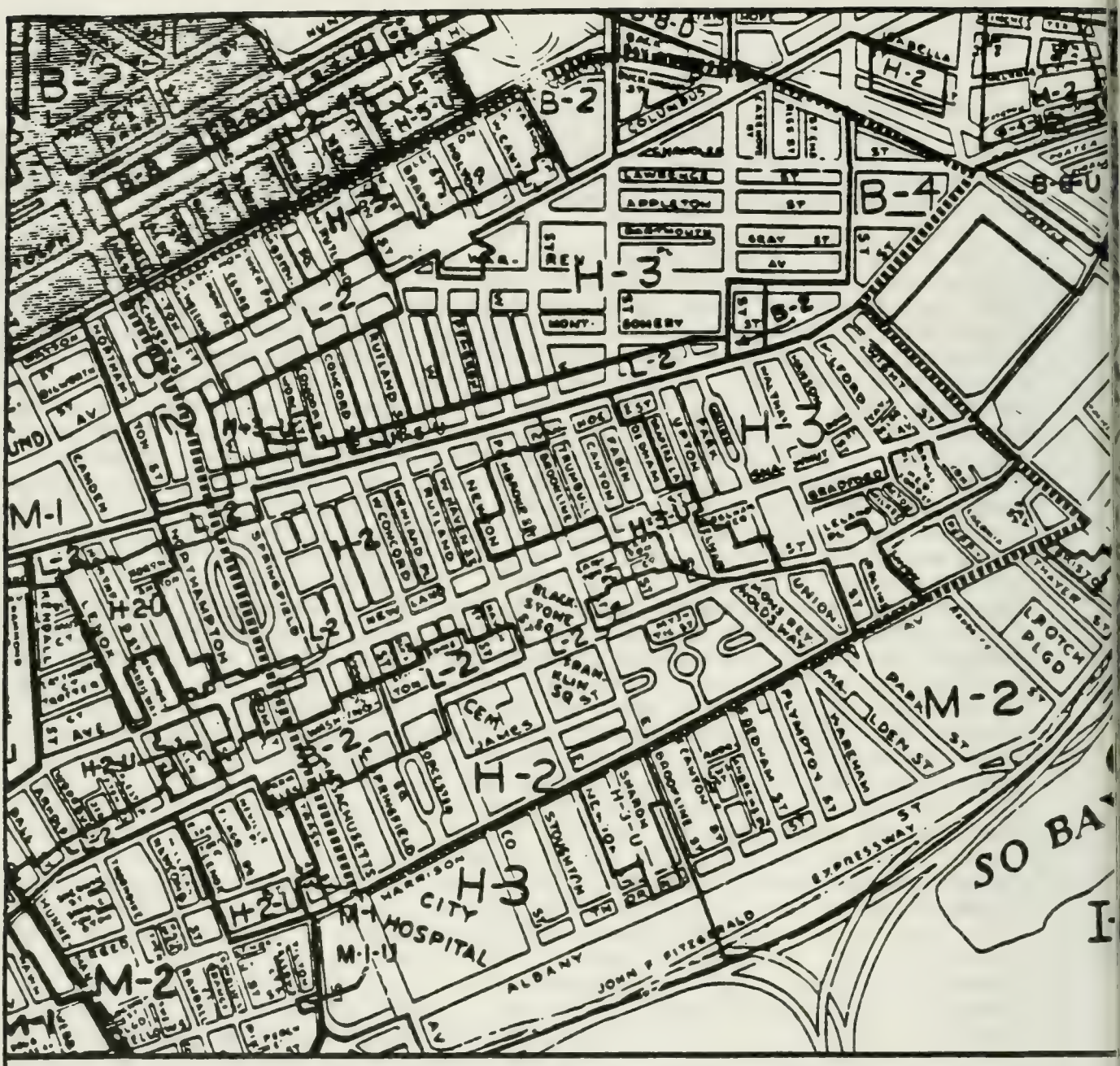
This trend has recently shown signs of reversal. Young professionals have discovered the advantages of central city living. Seeking to avoid long drives on overcrowded highways from suburban homes to central city places of employment, and to take advantage of recreational and cultural opportunities in core cities, the professionals have purchased and rehabilitated town houses in the central city, at one time at costs well below that available in the suburbs. Over the years, as housing prices began to rise and the housing market became tight, the single family town houses were converted to contain more than one dwelling, or investors purchased several structures to convert to multi-family condominiums. As a result, the number of persons per building increased, and along with them, the number of automobiles, the amount of refuse, and the demand on utilities. The South End is a good example of this phenomenon.

The move to the City has resulted in an increase in the cost of housing in the South End. The area became more visible to young professionals with the ability and willingness to pay high purchase prices for the opportunity to live in Boston near work and recreation. At about the same time, investors and developers purchased large areas of the neighborhood for conversion to market rate multi-family housing. Developers are now paying up to $450,000 for five and six story buildings, with an eye toward recapturing the purchase price, rehabilitation costs and more after conversion.

C. Existing Zoning

The City's Zoning Code played a role in creating the mix of housing and people present in the South End today. Amended at a time when disinvestment was on the rise in the area, the Zoning was downgraded to provide an incentive for rehabilitation. The existing zoning is illustrated in Map I. West of Columbus Avenue, the study area is divided into a large H-3 Apartment Residential District, smaller B-2 and B-8-D General Business Districts, and an L-2 Local Business District. East of Columbus Avenue and west of Tremont Street, the area is divided into a large H-3 Apartment Residential District, including an H-3-U and an H-5-U District, and smaller B-2 and B-4 General Business Districts, and an L-2 Local Business District. East of Tremont Street, the area is divided into large H-2, H-3 and H-3-U Apartment Residential Districts and smaller B-2 General Business and L-2 Local Business District. That portion of the study area north of Savoy Street and east of Washington Street is zoned as an M-2 Restricted Manufacturing Industrial District. Almost the entire study area is in the Restricted Roof Structure Overlay District.

In the H-2, H-3 and H-5 Apartment Districts, single and two family detached and attached dwellings, and multi-family buildings are permitted by right. In addition, conversion of dwellings to accommodate additional dwelling units is permitted by right where the structure will conform to the requirements of the Zoning Code and by conditional approval where (1) the lot area per dwelling, open space and off-street parking each meet not less than one-half the requirements in the Zoning Code, and (2) any nonconformity as to floor area




BOSTON REDEVELOPMENT AUTHORITY
SOUTH END DENSITY STUDY
NOVEMBER, 1986

MAP I

EXISTING ZONING

Study Area

Zoning District H-3

Residential District

- H-2 ]
- H-2-45]
- H-2-U ]- Apartment
- H-3 ]
- H-3-U]
- H-5-U]

Business District

- B-2 ]
- B-4 ]- General
- B-8-U]
- L-2 ]- Local

Industrial District

- M-2 ]- Restricted Manufacturing

ratio and yard dimension is no greater than prior to conversion. There are no minimum lot size or minimum lot area requirements for additional dwelling units, minimum lot width or maximum building height requirements. In H-2 Districts, maximum Floor Area Ratio (FAR) is 2.0, and at least 150 square feet of useable open space per dwelling is required. The front yard setback is twenty feet; other yard requirements are a function of building length, except that, in all H districts, lots with no side yard are required to have a thirty feet deep rear yard. In H-3 Districts, the maximum FAR is 3.0, and at least one-hundred square feet of useable open space per dwelling is required. The front yard setback is fifteen feet; as in the H-2 District, other yard setbacks are a function of building length. In the H-5 District, the maximum FAR is 5.0, and at least fifty feet of useable open space is required for each dwelling unit. The front yard setback is fifteen feet; side yards and rear yard requirements are a function of the length of the building.

Dwellings in the L-2 and B-2 Districts must meet the minimum lot area, lot width, useable open space, and yard setback requirements for the nearest Residential District. The maximum FAR is 2.0 in both Districts.

In the Restricted Roof Structure Overlay District, no roofed structure designed or used for human occupancy, access or storage may be erected or enlarged on the roof of an existing residential building if said roofed structure alters the appearance of the building without a permit from the City. Roof structures may only be erected after a public hearing and approval by the Board of Appeals. An open roof deck may be constructed on buildings on roofs with a slope of less than five degrees if (1) the deck is less than one foot above the highest point of the roof, (2) the total height of the structure, including the deck, does not exceed the maximum building height for the underlying district, (3) access is by a roof hatch or bulkhead projecting nor more than thirty inches above the deck, and (4) handrails or similar structures are set back from the roof edge.

All or part of the open space requirements in the H-2-65, H-3-65, H-3, H-4 and H-5 Districts may be met by suitably designed and accessible space on balconies, roofs, and required front, side and rear yards not devoted to off-street parking.

Parking requirements are based on the FAR. Table I below indicates the amount of parking spaces required for each FAR in the study area.

**TABLE I**

**OFF-STREET PARKING REQUIREMENTS**

| Maximum FAR | Parking Spaces Per Dwelling Unit |
|---|---|
| 2.0 | 0.7 |
| 3.0 | 0.6 |
| 5.0 | 0.4 |

Off-street parking facilities are not required in districts where the FAR is 0.8, 1.0, 2.0, 3.0, 4.0 or 5.0 if the lot is devoted to residential uses and no more than two car spaces are required, or if the lot is devoted to non-residential uses and no more than four car spaces are required. Where the FAR is 0.3 or 0.5, off-street parking facilities are not required if the lot is devoted to residential uses and no more than two car spaces are required. If structures existing prior to adoption of the Code (December 31, 1964) are altered or extended, only the additional gross floor area or the additional number of dwelling units need be counted in the calculation for off-street parking facilities.

D. Proposed Zoning Code Amendments

The proposed amendments would amend the Zoning Map by changing the H-3 Districts to H-2 Districts. See Map II. The effect of the amendment would be change the zoning classification of a portion of the South End to a classification more in line with other portions of the area.

In addition to the amendment to the zoning district, a proposal to amend the Zoning Code to provide for a Density Limitation Overlay Ditrict (DLOD) over much of the South End has been submitted. See Map III. The effect of the DLOD would be to limit the number of dwelling units with less than one thousand square feet in each structure. The number of such units would be limited to one for each structure with up to five floors, two such units for each structure with up to seven floors, and no limit for structures with more than seven floors. In the petitioner's literature, this proposal is often referred to as the "floor-through" proposal. However, this term is somewhat of a misnomer as one-thousand square feet may not correspond to a single floor of a townhouse structure in the South End.

E. Pending City Proposals

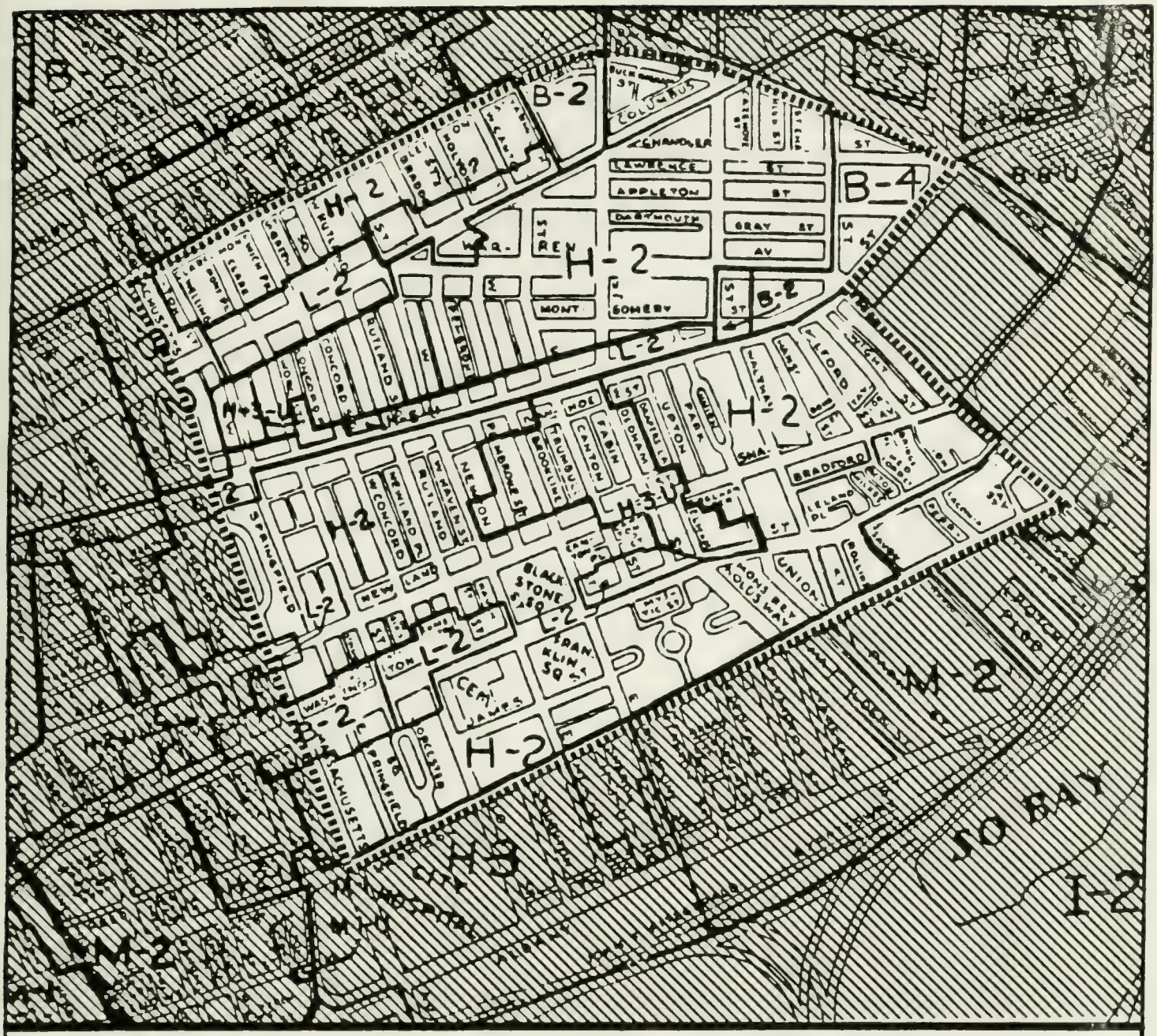
To provide for adequate off-street parking, the City is considering controls on parking. The controls would increase parking requirements for various land uses in all of the City's neighborhoods. The controls are in the process of development and review by the BRA staff.

## II. METHODOLOGY

A four phase methodology for undertaking the study was devised. The methodology included delineation of the study area, identification of density measures and standards, collection of data, and analysis of data.

A. Study Area

For purposes of this analysis, the study was restricted to the area of the South End roughly between the Penn Central Railroad tracks on the west, the Castle Hill Housing Project on the north, Albany Street on the east and Massachusetts Avenue on the south. The neighborhoods to the south of Massachusetts Avenue were deleted from the analysis because they were



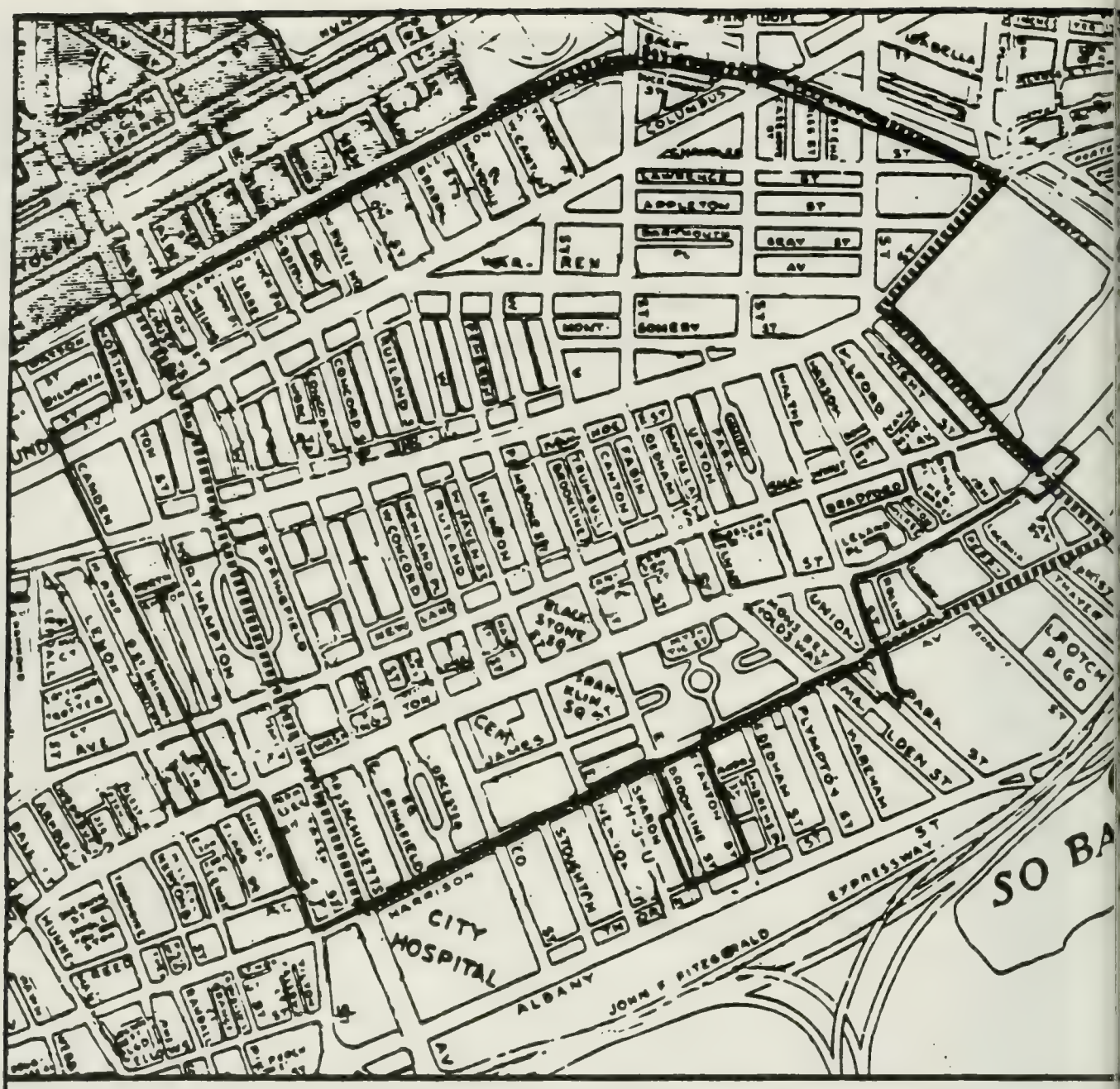

BOSTON REDEVELOPMENT AUTHORITY
SOUTH END DENSITY STUDY
JANUARY 1987

MAP II

PROPOSED ZONING

Study Area

Zoning District H-3




BOSTON REDEVLOPMENT AUTHORITY
SOUTH END DENSITY STUDY
NOVEMBER, 1986
MAP III

Study Area

Proposed Density
Limitation Overlay
District Boundary

considered to be unlike those to the north. It was determined that Massachusetts Avenue served as a distinct boundary between the neighborhoods to the north and those to the south, creating separate sub-areas of the South End. Moreover, it was determined that the large institutions in the area or in close proximity to the neighborhoods south of Massachusetts Avenue exert growth pressures in those neighborhoods and exert an influence different from those of other parts of the South End. The neighborhoods to the east of Albany Street were deleted for similar reasons, e.g., the influence of the hospitals. Map IV illustrates the exact boundaries of the study area.

B. Identification of Density Measures

The first step in measuring existing density is to identify characteristics indicative of density or density change. Several such items were identified and are listed in Table II below.

**TABLE II**

**DENSITY MEASURES**

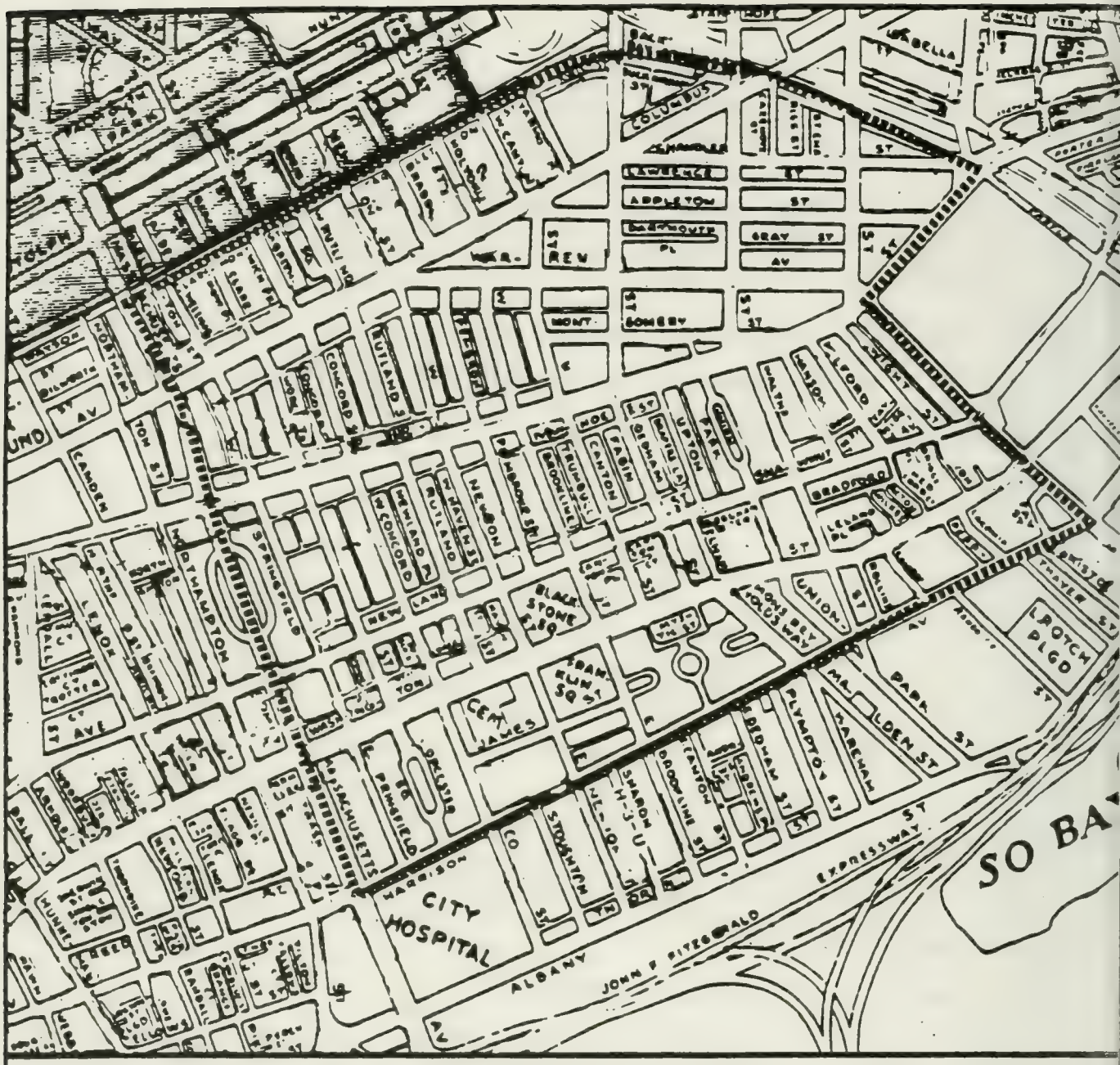
Number of units in each structure
Number of stories
Number of persons per unit
Ground area per unit

In addition, characteristics evident of the impact of high density on the South End were identified. These included the number of automobiles, the demand on utilities and assessed value. Where possible, such information was collected for the years 1980 and 1985, to measure the change, if any. In addition, data on the number of off-street parking spaces, residential parking stickers, and open space was gathered.

C. Data Collection and Data Analysis

Data was collected from existing material whenever possible. Sources included, among others, the Boston Redevelopment Authority (BRA), the City's Office of Traffic and Parking, the United States Bureau of the Census, United South End Settlements, Massachusetts Department of Public Utilities, the Boston Water and Sewer Commission, and Boston Edison.

The study area consists of approximately eighty-six blocks which contain up to forty parcels. Because of the relatively large area involved and the need for collection of detailed information at the parcel level, information was collected on a sample basis, with data gathered for every tenth parcel. Blocks devoted to non-residential uses were eliminated from the sample, as were the blocks devoted to public housing or the Villa Victoria development. Parcels devoted to non-residential uses or with mixed commercial/residential use, or owned by the BRA were also eliminated.




BOSTON REDEVLOPMENT AUTHORITY
SOUTH END DENSITY STUDY
NOVEMBER, 1986
MAP IV

STUDY AREA

Study Area

Wherever possible, data was gathered at the parcel level and aggregated to the census tract and study area. Much of the information was available only for the South End as a whole. Information that was available was analyzed based on applicable standards. Map V illustrates the boundaries of the census tracts within the study area.

To corroborate the findings of the studies and standards, an analysis of zoning requirements in neighborhoods similar to the South End was undertaken. Lot size, open space, FAR, and off-street parking requirements were examined for neighborhoods in Cambridge, Chelsea, Brookline and Somerville. Only neighborhoods with dwelling types and a character similar to that of the South End were analyzed.

D. Data Limitations

Several limitations were encountered during the information gathering and analysis phase of the methodology. First, much of the data required for analysis was either unavailable or could not be located. Detailed census data and other statistics were often not available for the year 1985, or information that was gathered in 1980 was not collected in 1985, making it impossible to measure the changes over time. Moreover, other information could not be located or could not easily be made available for use in this study.

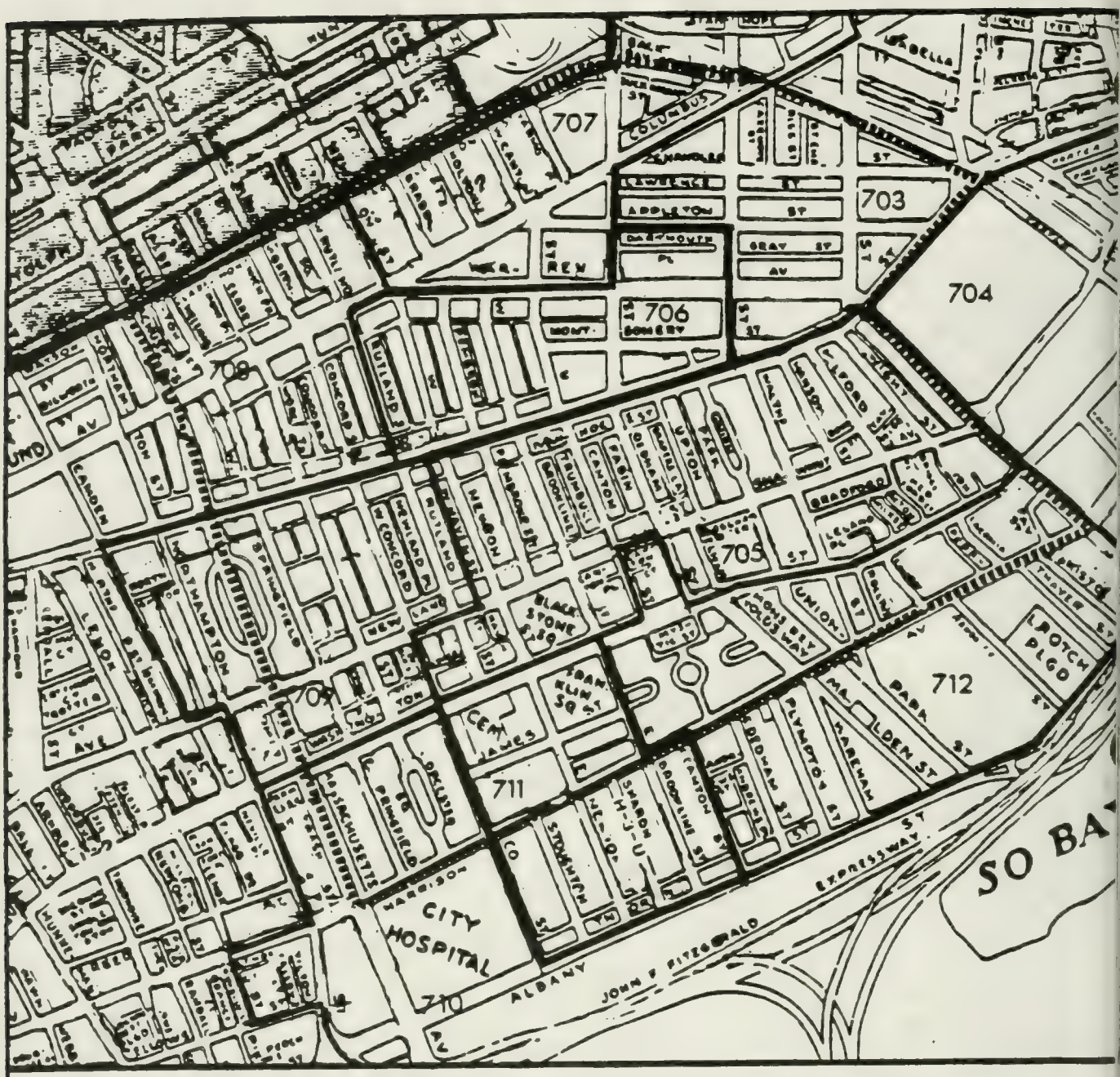
Second, much of the information that was available was collected at the South End neighborhood level only, or at some level which included neighborhoods outside the study area. Because the study area does not encompass the entire South End area, much of this type of information had to be applied to the study area based on a formula which assigned a portion of the data to the study area based on the size of the study area and the area for which the information was aggregated.

Third, there was a lack of applicable standards or previous research on studies such as this. A search of pertinent planning literature failed to turn up studies or standards directly applicable to the study or to the special characteristics of the South End. The Land Use Intensity [1] study, as well as several other studies, originally thought to be applicable, were found to be less than adequate. Despite the lack of pertinent literature, several studies with some relevance to the South End were located. These studies include Urban Renewal Plans for the neighborhood and the American Public Health Association study, Planning the Neighborhood [2], originally printed in 1948 and updated. The studies, although dated, provide information which can be used to determine an appropriate density range in the South End.

Finally, the study area contains several sub-neighborhoods, each represented by a neighborhood association. At public meetings on the proposed amendments, it was evident that the proposed amendments did not enjoy the unanimous support of all the residents of the South End. It appears that support was highest in areas which, for the most part, have already seen many of the structures

(1) Land Use Intensity, Land Planning Bulletin No. 7, Federal Housing Administration, Washington, D.C., 1963.

(2) Planning the Neighborhood, American Public Health Association, Committee on the Hygiene of Housing, Public Administration Service, Chicago, Il, 1948.




BOSTON REDEVLOPMENT AUTHORITY
SOUTH END DENSITY STUDY
NOVEMBER, 1986
MAP V

CENSUS TRACTS

Study Area

Cenus Tract 706

converted to contain additional units. In areas where there has been relatively little conversion, property owners were fearful of the economic impact of reducing the opportunities for conversion. Said fears must be taken into account in the evaluation of the proposed amendments.

## III. FINDINGS

### A. Existing Data

The study area contains approximately two-hundred and ninty-acres of land (1) and had a 1980 population of approximately 18,282 people. There were approximately 9845 dwelling units in 1980. The population density was 63.1 persons per gross acre while the dwelling unit density was 34.0 dwelling units per gross acre. See Table III.

**TABLE III**

**SUMMARY TABLE***

| Census Tract | Population 1980 | Estimated Gross Acreage | Population Per Gross Acre | # of Dwelling Units-1980 | Dwelling Units Per Gross Acre |
|---|---|---|---|---|---|
| 703 | 2,149 | 30.9 | 69.5 | 1212 | 39.2 |
| 705 | 5,361 | 81.2 | 66.0 | 2406 | 29.6 |
| 706 | 2,657 | 733.4 | 79.6 | 1430 | 42.8 |
| 707 | 2,074 | 33.2 | 47.7 | 860 | 25.9 |
| 708 | 2,072 | 31.1 | 66.6 | 1437 | 46.2 |
| 709 | 1,781 | 28.2 | 63.2 | 977 | 15.5 |
| 710 | 803 | 12.5 | 92.2 | 675 | 54.0 |
| 711 | 1,037 | 17.7 | 33.8 | 363 | 20.5 |
| 712 | 1,186 | 21.0 | 44.2 | 485 | 23.1 |
| TOTAL | 18,282 | 289.2 | 63.2 | 9845 | 34.0 |

* Includes only that portion of the South End in the study area

The Tables in Appendix B illustrate the findings of the random sample survey for the lot size, number of dwelling units, amount of ground area per dwelling, and assessed value. The random sample survey is summarized in Table IV on the following page.

(1) Gross acres, including streets and sidewalks.

TABLE IV

| CENSUS TRACT | AVERAGE LOT SIZE (SQ. FT.) | AVERAGE # OF UNITS PER STRUCTURE* | AVERAGE AMOUNT OF GROUND AREA SQ. FT./ UNIT* | AVERAGE ASSESSED VALUE PER PARCEL** 1980 | 1985 |
|---|---|---|---|---|---|
| 703 | 1312.0 | 3.6 - 4.0 | 463.5-485.6 | $13,848 | $94,066 |
| 705 | 1647.9 | 3.2 - 3.8 | 568.6-616.8 | 8,375 | 126,247 |
| 706 | 1527.5 | 2.3 - 2.8 | 849.7-879.6 | 7,940 | 177,886 |
| 707 | 1805.2 | 2.9 - 3.6 | <776.6-<832.4 | 7,175 | 125,385+ |
| 708 | 1849.1 | 2.7 - 3.3 | 794.8-846.2 | 6,307 | 121,793 |
| 709 | 1760.9 | 2.9 - 3.9 | 776.1-847.1 | 6,550 | 101,122 |
| 710 | 1960.1 | 4.0 - 5.5 | 367.6-492.2 | 9,063 | 96,825 |
| 711 | 1811.8 | 3.3 - 3.8 | 483-557 | 6,250 | 91,275 |
| 712 | --- | --- | --- | --- | --- |
| STUDY AREA | 1657.6 | 3.0 - 3.7 | <635-<695 | 8,189 | 116,825+ |

< Less than
* A range is shown because the data was aggregated in such a manner.
** Assessed valuation is based on several factors, including the location, use, and condition of the structure.

The table indicates that the average lot size for the study area is approximately 1658 square feet. At this lot size, there are approximately twenty-six lots per gross acre, or thirteen lots per net acre (1). The table also indicates that there is an average of between three and three and seven-tenths units per structure (2); for purposes of this study, the average was determined to be three and four-tenths units per structure. The average assessed value of $8,189 in 1980 does not reflect revaluation.

(1) For the purposes of this study, a conservative estimate was made that streets, sidewalks and other public lands consume one-half of each developed acre.

(2) A range is shown because the source from which this information was taken aggregated structures with four to six dwelling units in one category and structures with more than six units into another single category.

The number of households in the South End increased from 7,676 in 1975 to 12,007 in 1980 and 13,282 in 1985. This translates into a fifty-six percent increase between 1970 and 1980, a ten and six-tenths percent increase between 1980 and 1985, and an overall increase of approximately seventy-three percent between 1970 and 1985.

Condominium development increased significantly between 1980 and 1985. Figures compiled by the BRA in the South End Profile indicate that 119 condominium units were developed between 1969 and 1979. The same source indicates that 1,258 condominium units were developed in the South End between 1980 and 1985.

The BRA report also indicates that the housing market in the South End is very tight. The BRA has determined that the gross vacancy rate in the South End was four percent in 1985, and the net vacancy rate was three percent. These figures are lower than those for the City as a whole (six percent and four percent respectively). The gross vacancy rate shows a decrease from the figure of 12.7 percent in 1980. The gross median rent has increased from $208 in 1980 to $370 in 1985 and the median value of residential sales increased seventeen percent per year between 1975 and 1984 for an increase from $50,000 to $230,000. Demographic studies show the area as becoming a location for single person households and roomates rather than families [1]. The Tables in Appendix C illustrate characteristics of the South End housing market.

It was determined that the provision of electric and water and sewer services is not a limiting factor on additional development and increased density in the South End. Telephone conversations and correspondence with the Boston Electric Company, the Boston Water and Sewer Commission and the Massachusetts Department of Public Utilities indicated that there have been problems with such service in the past, but that the provision of service has improved and will continue to improve in the future as a result of the upgrading of transmission lines and sewers. The Boston Electric Company operates under a franchise granted to it by the Commonwealth, and, as such, the Company is obligated to provide electric service where needed. Much of the problems with electric service in the past was a result of the conversion of structures to multiple dwellings without improvement of service. The converted units are often heated electrically and contain a number of electric appliances. The Company is often not notified of the conversion and service to the converted structures is not improved. As a result, circuits and transformers were overloaded, causing service problems for large areas of the South End. The Electric Company has improved service to the area by adding additional distribution circuits. See Appendix D.

Water and sewer service to the area, like the electric service, is not a limiting factor to development. The Boston Water and Sewer Commission anticipates no problems in servicing the South End in that the system has been built to service a population much higher than presently exists. The Commission is in the process of replacing and repairing some of its aging infrastructure and separating combined sewers.

Table V illustrates the number of automobiles in the South End in 1970, 1980 and 1985. The Table indicates that the number of automobiles increased by approximately 132 percent between 1970 and 1980. However, the population and

(1) South End Profile, Boston Redevelopment Authority, no date.

TABLE V

AUTOMOBILE OWNERSHIP IN THE SOUTH END

| | 1970 | 1980 | 1985 |
|---|---|---|---|
| POPULATION | 19,606 | 27,125 | 29,951 |
| NO. OF HOUSEHOLDS | 7,676 | 12,007 | 13,282 |
| NO.OF AUTOMOBILES | 2,515 | 5,835 | 6,110 |
| NO. AUTOMOBILES/HOUSEHOLD | 0.33 | 0.48 | 0.46 |
| NO. HOUSEHOLDS WITH 1 OR MORE AUTOMOBILES | 1,733 | 5,017 | 5,193 |
| PERCENTAGE OF HOUSEHOLDS WITH 1 OR MORE AUTOMOBILES | 23 | 42 | 39 |
| AUTOMOBILES/HOUSEHOLD WITH 1 OR MORE AUTOMOBILES | 1.45 | 1.14 | 1.17 |

SOURCE: U.S. Bureau of the Census, 1970, 1980
BRA/NDEA 1985 Household Survey
South End Profile, no date

the number of households in the South End increased only by approximately thirty-eight percent and fifty-six percent, respectively, during that same period of time. The number of automobile increased between 1980 and 1985, although not at as large a rate as the increase in the number of households. The number of automobiles per household also increased bewteen 1970 and 1980 but decreased slightly between 1980 and 1985. The number of households with automobiles almost tripled between 1970 and 1985.

The Boston Office of Traffic and Parking has issued over forty-eight hundred residential parking stickers in the South End district as of September 18, 1986 (1). At the same time, only approximately thirty-two hundred on-street residential and visitor parking spaces exist in the South End (1). The large number of automobiles in the South End and the high demand for residential parking stickers is indicative of the lack of adequate off-street parking facilities. The lack of sufficient on-street parking results in frustration for the residents of the area as they cruise the streets looking for available spaces.

(1) This area includes a portion of the South End to the south of the study area.

Table VI, Parks and Playgrounds, lists the public and semi-public open spaces in the South End. The table does not include playgrounds/open space associated with public housing or playgrounds associated with parochial schools. The table indicates that there are approximately four and one-half acres of playground/open space in the study area. Accepted planning standards recommend between one and six-tenths acres (1) and two and one-half acres (2) of neighborhood parks for each one thousand population. Applying such standards to the study area population, there should be between approximately twenty acres and forty-five and one-half acres of neighborhood parks in the study area. The same standards suggest that neighborhood parks serve an area within one-quarter to one-half mile of the park. There are a few large playgrounds within one-half mile of the study area, including the William E. Carter Playground on Columbus Avenue and the Rotch Playground on Albany Street. However, given the one-quarter to one-half mile standard, these playgrounds serve only those blocks on the periphery of the study area and are not within the recommended distance from residences in the center of the study area or other parts of the

**TABLE VI**

**OPEN SPACE/PLAYGROUNDS** (1)

| OPEN SPACE/PLAYGROUND | LAND AREA (SQUARE FEET) |
|---|---|
| Bancroft Street Playground | 18,000 |
| Bates School | 14,000 |
| Blackstone Square | 10,800 |
| Carleton Park Open Space | 3,132 |
| Franklin Square | 10,800 |
| Mackey School Playground | 28,750 |
| Massachusetts Avenue Open Space | 16,200 |
| Montegomery Park | 8,250 |
| Pembroke Street Playground | 37,697 |
| Union Park Open Space | 14,625 |
| Williams School | 15,401 |
| Worcester Square | 16,000 |
| TOTAL | 193,655 (4.4 acres) |

(1) This listing of open space does not include vacant lots, open space and playgrounds associated with public housing, or playgrounds associated with parochial schools.

(1) Extrapolated from Community Builders Handbook, J. Ross McKeever, Urban Land Institute, 1968.

(2) National Park Recreation and Open Space Standards, Robert D. Buechner, National Recreation and Park Association, June 1971.

study area. The four and one-half acres of open space/playground in the study area is inadequate; at least fifteen and one-half acres are indicated as needed for the present population.

B. Potential for Conversion

Under current zoning the average density of 3.4 units per structure conceivably could be as high as 5.0 or more units per structure, for a total of approximately 14,500 dwelling units (1). Under the proposed rezoning, the increase in dwelling units would be reduced by approximately one-half (2), based on the number of structures currently with less than three units. See the tables in Appendix B. These figures do not include full development of vacant parcels in the South End.

The economic impact of the proposal to rezone the study area would be to limit the opportunities for conversion and, therefore, reduce the value of individual structures to potential investors/developers. Because the number of potential units in each structure would be less than presently permitted, the structures will be less attractive for conversion to multi-family structures. Developers/investors will be unable to pay high purchase prices for unconverted buildings and realize as large a profit from sale or rental of the units as is possible under the present zoning. Accordingly, property values, and property tax assessments, can not be expected to increase as rapidly as in the past.

C. Floor Through Proposal

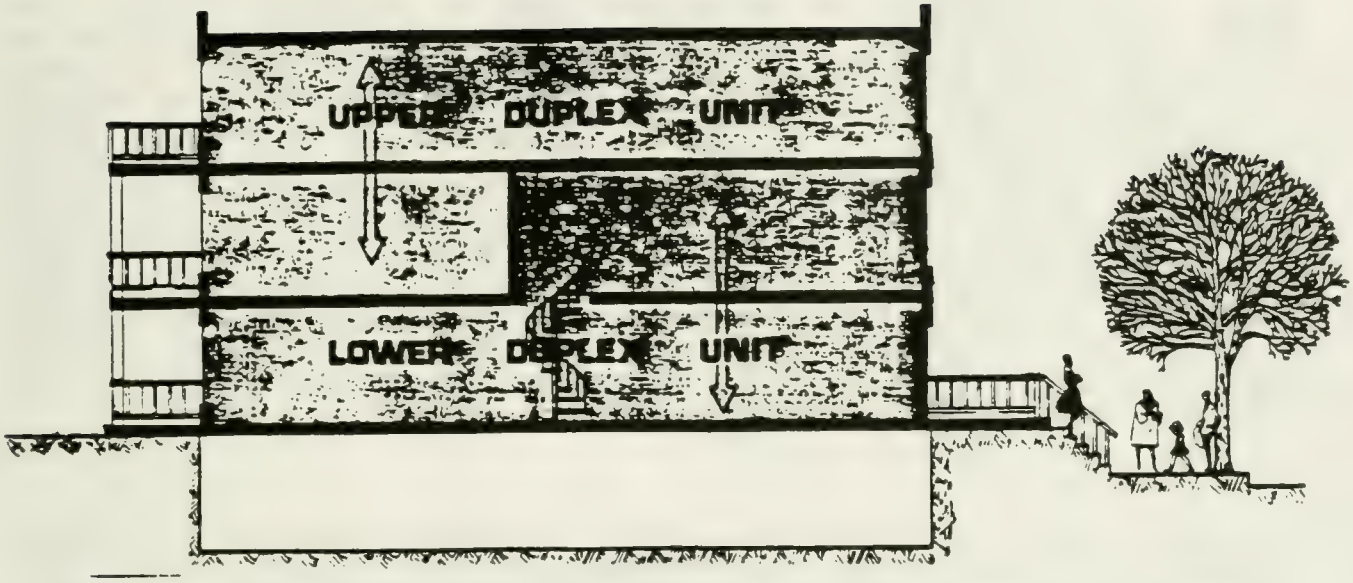
The proposal to create an overlay district in which the number of dwelling units under one thousand feet are limited is intended to (1) limit the opportunities for conversion and (2) to provide a mix of dwelling types and households in the South End. The proposal is to limit the number of dwelling units with less than one thousand square feet of floor area to one in each structure with up to five floors, two such units in each structure with up to seven floors, and no limit in structures with more than seven floors. The petitioner assumes that the larger units would be available for occupancy for families.

The so-called "floor through" proposal would be effective both in reducing the potential number of units after conversion and providing a mix of dwelling types. The potential number of units would be reduced because fewer units of less than one thousand square feet would be permitted. At the same time, the larger units would be available for use by larger households, providing an opportunity for a mix of household types, e.g., childless couples and families with children, although there is no guarantee that such a mix would occur. Figure I on the next page shows an example of conversion of a town house structure to contain two units.

(1) Based on the analysis of our sample (approximately six percent of the total residential parcels in the study area).

(2) Based on an extrapolation from the sample and adjusted for approximate area of the present H-2 District.

FIGURE I




Source: Boston's Triple-deckers, Office of Program Development, January 1978.

Demographic figures compiled by the City for the South End Profile report indicate that the household size and composition in the South End is changing. The report concluded that the neighborhood is becoming a location of single person households and roommates as opposed to families. Household size has decreased from 2.6 persons per household in 1970 to 2.1 in 1980 and 1.7 in 1985. This is reflective of the nation-wide trend toward decreasing household size. Only approximately 6.6 percent of the housing units in the study area have units with 1.01 or more persons per room, the accepted measure of overcrowding. The City's figures indicate that the number of households comprised of unrelated individuals living alone or with others has increased in the South End from a total of fifty-seven percent of the households in 1980, to seventy-nine percent in 1985. These figures are higher than those for the City as a whole (forty-eight percent in 1980 and fifty-four percent in 1985). The percentage of households in the South End consisting of traditional couples with or without children, and head of households with no spouse with children have decreased eighteen percent three percent, respectively, during the same period. This decrease is at a rate higher than that for the City as a whole.

The lack of housing for families is to the detriment of the neighborhood. A homogeneous neighborhood of single person or unrelated individual households does not provide for diversity and does not promote social interaction among the residents of the neighborhood. Families with children tend to interact with neighbors more and tend to be more active in neighborhood activities than single person or unrelated individual householders. This is so because families with children tend to be less mobile than households without children and, therefore, have a greater interest in maintaining the neighborhood and in establishing social contacts. Moreover, in neighborhoods where residents know each other, the crime rate may be lower in that residents are more aware of

"outsiders" and more willing to report suspicious activities. Households without children are often more mobile and, therefore, tend to have less interest in reinvesting in the neighborhood.

The proposal would also have an economic impact on development in the South End; the value of individual structures can be expected to stabilize as structures become less desirable for conversion to multiple family dwellings. At present, an investor can purchase a structure and convert it to contain several small units, recapturing the purchase price of the structure and making a profit through the sale of individual condominium units or the rental of individual apartments. The purchase price of the structure and the sales price/rent level of the individual units are based, among other factors, on the number of units which can be created in the structure. The more units which can be created, the more the investor can afford to pay for the structure. Should the proposal to limit the number of units with less than one thousand square feet be adopted, fewer units could be created in each structure. Therefore, investors may be willing to pay less for individual structures; the value of the property will reflect this change.

D. Standards

As stated previously, there is a lack of applicable standards or previous research on studies such as this. Psychologists have developed standards for interior living and working area per person and have recognized the need for standards to avoid excessive density or crowding and to insure individual privacy. Standards have been developed for outside living area in suburbia for off-street parking per family and for park space, but similar standards have not been updated in recent years for urban areas. Several studies were found but were determined to be less than adequate because of the biases in the studies or because of characteristics peculiar to the South End. A few studies with some relevance to the South End were located. These studies include Urban Renewal Plans for the neighborhood and the previously cited American Public Health Association study, Planning the Neighborhood.

The South End Urban Renewal Plans of the 1960s recommend development at a rate of no more than forty units per acre. Planning the Neighborhood recommends a density no greater than fifty units per net acre. However, this study was done before automobile ownership in central city neighborhoods was as high is it is today. Therefore, these standards are inconclusive in setting an optimum density for urban development; however, they do provide a range for a limit on maximum density in the South End. The present average density of approximately thirty-four dwelling units per gross acre, or seventeen units per net acre, is well within the range recommended by the standards.

E. Comparables

In light of the inconclusive nature of the findings of the random sample and to corroborate the findings of the Urban Renewal Plans and the Planning the Neighborhood report, a study of neighborhoods in other municipalities in the Boston region with characteristics similar to the South End was conducted. Zoning requirements for neighborhoods in Brookline, Cambridge, Chelsea, and Somerville were reviewed for comparison to the Boston Zoning Code requirements. Table VII on the following page presents the results of the analysis. Chelsea and Brookline have lower FAR requirements than the City of Boston. All of the

TABLE V

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COMPARABLES

| SELECTED COMMUNITY[1] | COMPARABLE DISTRICT | LOT SIZE (SQ. FT.) | AREA PER UNIT (SQ. FT.) GROUND FLOOR | OPEN SPACE | PARKING | FAR | NOTES |
|---|---|---|---|---|---|---|---|
| Boston | H-3 | ---- | --- --- | 100/Dwelling unit. | 0.6/Dwelling unit | 3.0 | Parking requirements can be reduced to one-half existing requirements for conversion. |
| Brookline | M-2.5 | 4,000-5,000 | | Area equal to 10% of gross floor area must be landscaped; Area equal to 20% of gross floor area must be usable. | 1.0/Unit | 2.5 | Conversion not permitted. |
| Cambridge | C-1 | 5,000 | 1,200 | 15% of lot area | 1.0/Unit[2] 1 per 2 Dwelling/ Unit if elderly oriented. | 0.75 | |
| Chelsea | R-2 | 3,000 | 1,500/ family | 300 sq. ft./ family | 2/Unit in a 1F or 2F structure, 1 1/2/Unit in a structure with more than 3 units | 1.25[3] | Conversion permitted only where all area requirements can be met. Usable open space can be provided on balconies, roofs or decks. |
| Somerville | RC | --- | 1,000 | 15% of lot area | 1.5 for 2 BR units; 1.75 for 3 BR units | 2.0[4] | |

(1) Boston area communities with comparable neighborhoods and zoning plus base information available.
(2) Parking requirements maybe reduced by special permit if adequate MBTA service available; commercial parking spaces available; shared uses available; or if provision of spaces results in serious impact on neighborhood.
(3) A bonus FAR of 2.0 is available if at least fifty percent of the required parking is enclosed and 100 sq. ft. of recreation space per family is provided over and above the minimum required open space.
(4) A bonus FAR of .50 is permitted for all uses, buildings or structures which comply with land use density and intensity regulations.

SQ. FT. - Square Foot

communities maintain higher off-street parking requirements, with one parking space per unit being the minimum. Open space requirements in Cambridge and Somerville are based on total lot area, while Brookline bases its open space requirements on the size of the unit. Chelsea requires three hundred square feet of open space per family; similar to Boston, open space requirements in Chelsea can be met on balconies, roofs or decks. Conversion is not permitted in the study neighborhood in Brookline. In Chelsea, conversion is permitted only where all requirements of the Zoning Ordinance can be met.

Analysis of lot size requirements in the surrounding municipalities indicates that permitted densities range from fifteen to twenty dwelling units per net acre. Table III indicated that the 1980 density in the study area was thirty-four dwelling units per gross acre, or seventeen dwelling units per acre. This figure is within the range permitted in surrounding municipalities.

## IV. CONCLUSION

Based on the relevant standards and studies, an analysis of zoning in comparable communities, automobile ownership and planning experience, an appropriate density for a neighborhood such as the South End is about thirty to forty dwelling units per gross acre. The existing density is within that range. The proposals now before the Commission will result in densities well within the range recommended by accepted planning standards and analysis of comparables. However, the critical issue is parking.

City records indicate that there were approximately 6,110 automobiles in the South End while the approximate off-street parking capability for the neighborhood is thirty-two hundred spaces. No more development can be accomodated without provision of off-street parking. However, off-street parking requirements are too low, even without the reduction permitted for conversion; the analysis of comparables and the firm's experience in developing off-street parking standards indicates that a figure of less than one space per unit is inadequate.

Several tools are available to the City to mitigate the impacts of conversion. See Appendix E. The proposal presently under consideration by the City to increase the off-street parking requirements would reduce the impacts of conversion on the South End neighborhoods by limiting the opportunities for conversion and by providing for adequate off-street parking facilities. Where off-street parking facilities cannot easily be provided, the City may consider providing the developer with an option to contribute to a parking fund for the construction of public off-street parking facilities on strategically located City owned land in the South End. The parking area should be located within reasonable walking distance of the units which it is meant to serve.

The City may also consider additional requirements for conversion to further mitigate some of the negative aspects of high density development. The requirement of garbage disposals and trash compactors for each newly created unit would reduce waste storage and disposal problems. An open space fund to be paid by developers in lieu of the provision of open space on site, similar to the off-street parking facility fund, would provide the City with the opportunity to acquire/develop neighborhood open spaces.

In addition, conversations with the utilities serving the area and the Massachusetts Department of Public Utilities indicate that much of the problems with service disruption is the result of the lack of advance notification of conversions. Often, the utilities are caught by surprise by large scale conversions, discovering said development only after the fact. A requirement of notification of utilities prior to approval of conversion plans would permit the utilities to provide adequate service.

The proposals before the City will have the effect of reducing the impacts of high density development in the South End by limiting the opportunities for conversion. However, there are other actions which the City can take to further mitigate the impacts of high density development in the South End. These actions include (1) an increase in off-street parking requirements, as currently under consideration by the City, (2) the requirement of trash compactors and garbage disposals in converted units, (3) the implementation of an off-street parking facility fund and an open space fund, and (4) proper notification to utilities prior to approval of development plans. The above actions would act to improve the quality of life in the South End.

# APPENDIX

## SAMPLE SURVEY

CENSUS TRACT #703

| Block # | Parcel #/ Address | Sq. Ft. of Parcel | # of Units 1985 (lower end) | # of Units 1985 (higher end) | Ground Area Sq. Ft./Unit 1985 (lower end) | Ground Area Sq. Ft./Unit 1985 (higher end) | Assessed 1980 | Value $ 1985 |
|---|---|---|---|---|---|---|---|---|
| 308 | 5 St. Charles St. | 1360 | 1 | 1 | 1360 | 1360 | $6,000.00 | $66,500.00 |
| 307 | 4 St. Charles St. | 1122 | 1 | 1 | 1122 | 1122 | $6,000.00 | $116,900.00 |
| 307 | 4 Cazonove St. | 1122 | 2 | 2 | 561 | 561 | $11,000.00 | $132,700.00 |
| 305 | 15A Cazonove St. | 1122 | 4 | 6 | 280.5 | 187 | $6,000.00 | $142,300.00 |
| 305 | 51 Clarendon St. | 2835 | 6 | 6 | 472.5 | 472.5 | $23,000.00 | Various* |
| 304 | 68 Clarendon St. | 1212 | 6+ | 6+ | 202 | | $10,000.00 | $125,000.00 |
| 304 | 308 Columbus Ave. | 1877 | 4 | 6 | 469.25 | 312.8 | $72,700.00 | $249,100.00 |
| 304 | 107 Chandler St. | 1516 | 4 | 6 | 379 | 252.6 | $22,000.00 | $172,500.00 |
| 303 | 118 Chandler St. | 1280 | 5 | 5 | 256 | 256 | $17,800.00 | Various* |
| 303 | 138 Chandler St. | 1280 | 4 | 4 | 320 | 320 | $22,700.00 | Various* |
| 302 | 54 Clarendon St. | 1036 | 3 | 3 | 345.3 | 345.3 | $11,000.00 | $77,800.00 |
| 302 | 73 Dartmouth St. | 1444 | 2 | 2 | 722 | 722 | $16,500.00 | Various* |
| 302 | 111 Appleton St. | 1224 | 2 | 2 | 612 | 612 | $11,000.00 | $105,600.00 |
| 302 | 91 Appleton St. | 1170 | 1 | 1 | 1170 | 1170 | $6,700.00 | $110,300.00 |
| 302 | 71 Appleton St. | 1170 | 3 | 3 | 390 | 390 | $4,500.00 | Various* |
| 307 | 58 Chandler St. | 1100 | 4 | 6 | 275 | 183.3 | $10,000.00 | $105,000.00 |
| 307 | 82 Chandler St. | 1100 | 4 | 6 | 275 | 183.3 | $11,000.00 | $196,200.00 |
| 301 | 50,52 Chandler St | 1995 | 9 | 9 | 221.6 | 221.6 | $22,000.00 | Various* |
| 301 | 55 Appleton St. | 1040 | 3 | 3 | 346.6 | 346.6 | $12,000.00 | $147,300.00 |
| 301 | 35 Appleton St. | 1040 | 1 | 1 | 1040 | 1040 | $7,000.00 | $100,100.00 |
| 301 | 15 Appleton St. | 1040 | 1 | 1 | 1040 | 1040 | $7,500.00 | $93,500.00 |
| 216 | 30 Appleton St. | 944 | 4 | 6 | 236 | 157.3 | $7,000.00 | $219,900.00 |
| 216 | 50 Appleton St. | 1033 | 4 | 6 | 258.25 | 172.6 | $6,500.00 | $155,300.00 |
| 216 | 53 Gray St. | 720 | 2 | 2 | 360 | 360 | $10,000.00 | $172,300.00 |
| 216 | 31 Gray St. | 748 | 1 | 1 | 748 | 748 | $4,500.00 | $37,200.00 |
| 215 | 16 Gray St. | 2300 | 7 | 7 | 328.6 | 328.6 | $27,200.00 | Various* |
| 215 | 46 Gray St. | 756 | 3 | 3 | 252 | 252 | $10,000.00 | $100,400.00 |
| 215 | 55 Warren Ave. | 2304 | 6 | 6 | 384 | 384 | $10,000.00 | Various* |
| 215 | 35 Warren St. | 1152 | 4 | 6 | 288 | 192 | $10,000.00 | $102,000.00 |
| (TOTAL) | | 12,037 | 103 | 117 | 14,714.60 | 13,692.50 | $401,600.00 | $2,727,900.00 |
| (AVERAGE) | | 1,312 | 3.55 | 4.03 | 507.40 | 489.02 | $13,848.28 | $94,065.52 |

NOTE: A lower and higher end is shown due to the method of data aggregation.

CENSUS TRACT #705

| Block # | Parcel #/ Address | Sq. Ft. of Parcel | # of Units 1985 (lower end) | # of Units 1985 (higher end) | Ground Area Sq. Ft./Unit 1985 (lower end) | Ground Area Sq. Ft./Unit 1985 (higher end) | Assessed 1980 | Value $ 1985 |
|---|---|---|---|---|---|---|---|---|
| 102 | 61 Dwight St. | 1398 | 4 | 6 | 349.5 | 233 | $7,300.00 | $123,300.0 |
| 102 | 41 Dwight St. | 1359 | 2 | 2 | 679.5 | 679.5 | $8,000.00 | $124,100.0 |
| 102 | 23 Dwight St. | 1470 | 3 | 3 | 735 | 735 | $4,500.00 | $101,600.0 |
| 103 | 237 Shawmut Ave. | 926 | 2 | 2 | 463 | 463 | $5,000.00 | $103,100.0 |
| 104 | 26 Dwight St. | 1561 | 1 | 1 | 1561 | 1561 | $4,600.00 | $107,900.0 |
| 104 | 46 Dwight St. | 1290 | 4 | 6 | 322.5 | 215 | $4,300.00 | $134,000.0 |
| 104 | 47 Milford St. | 1475 | 1 | 1 | 1475 | 1475 | $6,500.00 | $110,300.0 |
| 104 | 27 Milford St. | 1630 | 4 | 4 | 407.5 | 407.5 | $11,000.00 | Various |
| 104 | 9 Milford St. | 1720 | 3 | 3 | 573.3 | 573.3 | $6,500.00 | $142,600.0 |
| 109 | 15 Bond St. | 981 | 1 | 1 | 981 | 981 | $3,500.00 | $38,400.0 |
| 110 | 2A, 4A Milford S | 2460 | 6 | 6 | 410 | 410 | $16,000.00 | $257,200.0 |
| 110 | 22 Milford St. | 1386 | 2 | 2 | 693 | 693 | $6,200.00 | $85,100.0 |
| 110 | 33 Hanson St. | 1200 | 1 | 1 | 1200 | 1200 | $5,500.00 | $101,900.0 |
| 110 | 15 Hanson St. | 1375 | 3 | 3 | 458.3 | 458.3 | $9,700.00 | $96,200.0 |
| 110 | 12 Bond St. | 1260 | 2 | 2 | 630 | 630 | $4,000.00 | $112,200.0 |
| 112 | 4 Ringgold St. | 1053 | 2 | 2 | 526.5 | 526.5 | $4,500.00 | $85,800.0 |
| 112 | 279 Shawmut Ave. | 1560 | 4 | 6 | 390 | 260 | $6,000.00 | $127,500.0 |
| 111 | 30 Hanson St. | 1330 | 3 | 3 | 443.3 | 443.3 | $6,000.00 | $147,300.0 |
| 111 | 99 Waltham St. | 1600 | 6+ | 6+ | 266.6 | | $7,000.00 | $136,300.0 |
| 111 | 79 Waltham St. | 1600 | 6+ | 6+ | 266.6 | | $10,000.00 | $151,200.0 |
| 113 | 80 Waltham St. | 1776 | 4 | 6 | 444 | 296 | $20,000.00 | $199,200.0 |
| 113 | 100 Waltham St. | 1776 | 1 | 1 | 1776 | 1776 | $7,500.00 | $125,900.0 |
| 113 | 45 Union Park | 1640 | 4 | 6 | 410 | 273.3 | $16,600.00 | $237,100.0 |
| 113 | 27 Union Park | 2040 | 4 | 6 | 510 | 340 | $9,500.00 | $233,000.0 |
| 113 | 7 Union Park | 2719 | 4 | 6 | 679.75 | 453.6 | $18,000.00 | $214,600.0 |
| 116 | 14 Union Park | 2374 | 6+ | 6+ | 395.6 | | $9,000.00 | $195,600.0 |
| 116 | 36 Union Park | 2305 | 3 | 3 | 768.3 | 768.3 | $9,000.00 | $124,100.0 |
| 116 | 590 Tremont St. | 2199 | 4 | 6 | 549.75 | 366.5 | $12,000.00 | $136,300.0 |
| 116 | 27 Upton St. | 1776 | 1 | 1 | 1776 | 1776 | $17,200.00 | $82,500.0 |
| 116 | 7 Upton St. | 2410 | 4 | 6 | 602.5 | 401.6 | $9,000.00 | $142,900.0 |
| 115 | 324 Shawmut Ave. | 2099 | 3 | 3 | 699.6 | 699.6 | $10,000.00 | Various |
| 108 | 280A Shawmut Ave | 1212 | 2 | 2 | 606 | 606 | $5,100.00 | $68,600.0 |
| 113 | 676 Tremont St. | 1923 | 4 | 6 | 480.75 | 320.5 | $5,900.00 | $102,000.0 |
| 222 | 77 Rutland St. | 1777 | 3 | 3 | 592.3 | 592.3 | $5,800.00 | $130,700.0 |
| 222 | 57 Rutland St. | 1890 | 4 | 6 | 472.5 | 315 | $6,800.00 | $141,000.0 |
| 222 | 27 Rutland St. | 775 | 2 | 2 | 387.5 | 387.5 | $4,000.00 | $125,400.0 |
| (TOTAL) | | 13,862.00 | 113 | 15 | | | | |

CENSUS TRACT #706

| Block # | Parcel #/ Address | Sq. Ft. of Parcel | # of Units 1985 (lower end) | # of Units 1985 (higher end) | Ground Area Sq. Ft./Unit 1985 (lower end) | Ground Area Sq. Ft./Unit 1985 (higher end) | Assessed 1980 | Value $ 1985 |
|---|---|---|---|---|---|---|---|---|
| 104 | 32 Montgomery St. | 751 | 2 | 2 | 375.5 | 375.5 | $7,500.00 | $169,000.0 |
| 104 | 54 Montgomery St. | 1170 | 3 | 3 | 390 | 390 | $7,000.00 | $140,200.0 |
| 104 | 601 Tremont St. | 1600 | 4 | 6 | 400 | 266.6 | $7,000.00 | $106,700.0 |
| 105 | 16 Dartmouth St. | 1150 | 4 | 6 | 287.5 | 191.6 | $4,000.00 | $149,400.0 |
| 105 | 139 W. Canton St. | 1200 | 2 | 2 | 600 | 600 | $10,700.00 | $175,200.0 |
| 106 | 40 Dartmouth St. | 1335 | 4 | 6 | 333.75 | 222.5 | $8,500.00 | $139,300.0 |
| 106 | 156 Warren Ave. | 1936 | 2 | 2 | 968 | 968 | $6,000.00 | $184,800.0 |
| 106 | 77 Montgomery St. | 1900 | 3 | 3 | 633.3 | 633.3 | $7,000.00 | $152,100.0 |
| 107 | 144 W. Canton St. | 1900 | 2 | 2 | 950 | 950 | $5,500.00 | $172,300.0 |
| 107 | 164 W. Canton St. | 1900 | 2 | 2 | 950 | 950 | $13,000.00 | $222,000.0 |
| 107 | 195 W. Brookline St. | 1824 | 3 | 3 | 608 | 608 | $11,700.00 | $222,800.0 |
| 107 | 175 W. Brookline St. | 1900 | 1 | 1 | 1900 | 1900 | $5,500.00 | $145,200.0 |
| 107 | 155 W. Brookline St. | 1900 | 1 | 1 | 1900 | 1900 | $5,500.00 | $171,800.0 |
| 108 | 170 W. Brookline St. | 1440 | 1 | 1 | 1440 | 1440 | $5,500.00 | $159,500.0 |
| 108 | 190 W. Brookline St. | 1440 | 1 | 1 | 1440 | 1440 | $6,000.00 | $165,000.0 |
| 108 | 123 Pembroke St. | 1440 | 2 | 2 | 720 | 720 | $9,200.00 | $156,000.0 |
| 108 | 103 Pembroke St. | 1326 | 2 | 2 | 663 | 663 | $7,000.00 | $192,000.0 |
| 109 | 90 Pembroke St. | 1632 | 2 | 2 | 816 | 816 | $5,500.00 | $240,900.0 |
| 109 | 110 Pembroke St. | 1512 | 3 | 3 | 504 | 504 | $8,500.00 | $174,400.0 |
| 109 | 130 Pembroke St. | 1848 | 4 | 6 | 462 | 308 | $15,900.00 | $222,900.0 |
| 109 | 171 W. Newton St. | 1586 | 2 | 2 | 793 | 793 | $6,500.00 | $194,000.0 |
| 109 | 151 W. Newton St. | 1224 | 1 | 1 | 1224 | 1224 | $4,000.00 | $198,000.0 |
| 109 | 131 W. Newton St. | 1224 | 4 | 6 | 306 | 204 | $9,700.00 | $159,500.0 |
| 110 | 124 W. Newton St. | 1979 | 3 | 3 | 659.5 | 659.5 | $4,500.00 | $173,900.0 |
| 110 | 144 W. Newton St. | 1900 | 1 | 1 | 1900 | 1900 | $8,000.00 | $170,500.0 |
| 110 | 164 W. Newton St. | 1900 | 1 | 1 | 1900 | 1900 | $4,500.00 | $173,900.0 |
| 110 | 484 Columbus Ave. | 1826 | 4 | 6 | 456.5 | 304.3 | $13,000.00 | $166,000.0 |
| 110 | 45 Rutland Sq. | 1728 | 2 | 2 | 864 | 864 | $10,000.00 | $236,300.0 |
| 110 | 25 Rutland Sq. | 1750 | 4 | 6 | 437.5 | 291.6 | $16,500.00 | $264,400.0 |
| 110 | 5 Rutland Sq. | 1505 | 1 | 1 | 1505 | 1505 | $12,000.00 | $138,600.0 |
| (TOTAL) | | 40,520 | 71 | 85 | 26,387 | 25,492 | $245,200.00 | $5,336,600.0 |
| (AVERAGE) | | 1,527.54 | 2.31 | 2.83 | 880 | 850 | $8,173.33 | $177,886.6 |

NOTE: A lower and higher end is shown due to the method of data aggregation.

CENSUS TRACT #705

| Block # | Parcel #/ Address | Sq. Ft. of Parcel | # of Units 1985 (lower end) | # of Units 1985 (higher end) | Ground Area Sq. Ft./Unit 1985 (lower end) | Ground Area Sq. Ft./Unit 1985 (higher end) | Assessed 1980 | Value $ 1985 |
|---|---|---|---|---|---|---|---|---|
| 102 | 61 Dwight St. | 1398 | 4 | 6 | 349.5 | 233 | $7,300.00 | $123,300.0 |
| 102 | 41 Dwight St. | 1359 | 2 | 2 | 679.5 | 679.5 | $8,000.00 | $124,100.0 |
| 102 | 23 Dwight St. | 1470 | 3 | 3 | 735 | 735 | $4,500.00 | $101,600.0 |
| 103 | 237 Shawmut Ave. | 926 | 2 | 2 | 463 | 463 | $5,000.00 | $103,100.0 |
| 104 | 26 Dwight St. | 1561 | 1 | 1 | 1561 | 1561 | $4,600.00 | $107,900.0 |
| 104 | 46 Dwight St. | 1290 | 4 | 6 | 322.5 | 215 | $4,300.00 | $134,000.0 |
| 104 | 47 Milford St. | 1475 | 1 | 1 | 1475 | 1475 | $6,500.00 | $110,300.0 |
| 104 | 27 Milford St. | 1630 | 4 | 4 | 407.5 | 407.5 | $11,000.00 | Various |
| 104 | 9 Milford St. | 1720 | 3 | 3 | 573.3 | 573.3 | $6,500.00 | $142,600.0 |
| 109 | 15 Bond St. | 981 | 1 | 1 | 981 | 981 | $3,500.00 | $38,400.0 |
| 110 | 2A, 4A Milford S | 2460 | 6 | 6 | 410 | 410 | $16,000.00 | $257,200.0 |
| 110 | 22 Milford St. | 1386 | 2 | 2 | 693 | 693 | $6,200.00 | $85,100.0 |
| 110 | 33 Hanson St. | 1200 | 1 | 1 | 1200 | 1200 | $5,500.00 | $101,900.0 |
| 110 | 15 Hanson St. | 1375 | 3 | 3 | 458.3 | 458.3 | $9,700.00 | $96,200.0 |
| 110 | 12 Bond St. | 1260 | 2 | 2 | 630 | 630 | $4,000.00 | $112,200.0 |
| 112 | 4 Ringgold St. | 1053 | 2 | 2 | 526.5 | 526.5 | $4,500.00 | $85,800.0 |
| 112 | 279 Shawmut Ave. | 1560 | 4 | 6 | 390 | 260 | $6,000.00 | $127,500.0 |
| 111 | 30 Hanson St. | 1330 | 3 | 3 | 443.3 | 443.3 | $6,000.00 | $147,300.0 |
| 111 | 99 Waltham St. | 1600 | 6+ | 6+ | 266.6 | | $7,000.00 | $136,300.0 |
| 111 | 79 Waltham St. | 1600 | 6+ | 6+ | 266.6 | | $10,000.00 | $151,200.0 |
| 113 | 80 Waltham St. | 1776 | 4 | 6 | 444 | 296 | $20,000.00 | $199,200.0 |
| 113 | 100 Waltham St. | 1776 | 1 | 1 | 1776 | 1776 | $7,500.00 | $125,900.0 |
| 113 | 45 Union Park | 1640 | 4 | 6 | 410 | 273.3 | $16,600.00 | $237,100.0 |
| 113 | 27 Union Park | 2040 | 4 | 6 | 510 | 340 | $9,500.00 | $233,000.0 |
| 113 | 7 Union Park | 2719 | 4 | 6 | 679.75 | 453.6 | $18,000.00 | $214,600.0 |
| 116 | 14 Union Park | 2374 | 6+ | 6+ | 395.6 | | $9,000.00 | $195,600.0 |
| 116 | 36 Union Park | 2305 | 3 | 3 | 768.3 | 768.3 | $9,000.00 | $124,100.0 |
| 116 | 590 Tremont St. | 2199 | 4 | 6 | 549.75 | 366.5 | $12,000.00 | $136,300.0 |
| 116 | 27 Upton St. | 1776 | 1 | 1 | 1776 | 1776 | $17,200.00 | $82,500.0 |
| 116 | 7 Upton St. | 2410 | 4 | 6 | 602.5 | 401.6 | $9,000.00 | $142,900.0 |
| 115 | 324 Shawmut Ave. | 2099 | 3 | 3 | 699.6 | 699.6 | $10,000.00 | Various |
| 108 | 280A Shawmut Ave | 1212 | 2 | 2 | 606 | 606 | $5,100.00 | $68,600.0 |
| 113 | 676 Tremont St. | 1923 | 4 | 6 | 480.75 | 320.5 | $5,900.00 | $102,000.0 |
| 222 | 77 Rutland St. | 1777 | 3 | 3 | 592.3 | 592.3 | $5,800.00 | $130,700.0 |
| 222 | 57 Rutland St. | 1890 | 4 | 6 | 472.5 | 315 | $6,800.00 | $141,000.0 |
| 222 | 27 Rutland St. | 775 | 2 | 2 | 387.5 | 387.5 | $4,000.00 | $125,400.0 |
| (TOTAL) | | 13,862.00 | 113 | 35 | 23501.4 | 21261.1 | $301,500.00 | 544,900.0 |
| (AVERAGE) | | 1,647.92 | 3.20 | .75 | 671.46857143 | 664.409375 | $8,375.00 | $126,247.2 |

CENSUS TRACT #706

| Block # | Parcel #/ Address | Sq. Ft. of Parcel | # of Units 1985 (lower end) | # of Units 1985 (higher end) | Ground Area Sq. Ft./Unit 1985 (lower end) | Ground Area Sq. Ft./Unit 1985 (higher end) | Assessed 1980 | Value $ 1985 |
|---|---|---|---|---|---|---|---|---|
| 104 | 32 Montgomery St. | 751 | 2 | 2 | 375.5 | 375.5 | $7,500.00 | $169,000.0 |
| 104 | 54 Montgomery St. | 1170 | 3 | 3 | 390 | 390 | $7,000.00 | $140,200.0 |
| 104 | 601 Tremont St. | 1600 | 4 | 6 | 400 | 266.6 | $7,000.00 | $106,700.0 |
| 105 | 16 Dartmouth St. | 1150 | 4 | 6 | 287.5 | 191.6 | $4,000.00 | $149,400.0 |
| 105 | 139 W. Canton St. | 1200 | 2 | 2 | 600 | 600 | $10,700.00 | $175,200.0 |
| 106 | 40 Dartmouth St. | 1335 | 4 | 6 | 333.75 | 222.5 | $8,500.00 | $139,300.0 |
| 106 | 156 Warren Ave. | 1936 | 2 | 2 | 968 | 968 | $6,000.00 | $184,800.0 |
| 106 | 77 Montgomery St. | 1900 | 3 | 3 | 633.3 | 633.3 | $7,000.00 | $152,100.0 |
| 107 | 144 W. Canton St. | 1900 | 2 | 2 | 950 | 950 | $5,500.00 | $172,300.0 |
| 107 | 164 W. Canton St. | 1900 | 2 | 2 | 950 | 950 | $13,000.00 | $222,000.0 |
| 107 | 195 W. Brookline St. | 1824 | 3 | 3 | 608 | 608 | $11,700.00 | $222,800.0 |
| 107 | 175 W. Brookline St. | 1900 | 1 | 1 | 1900 | 1900 | $5,500.00 | $145,200.0 |
| 107 | 155 W. Brookline St. | 1900 | 1 | 1 | 1900 | 1900 | $5,500.00 | $171,800.0 |
| 108 | 170 W. Brookline St. | 1440 | 1 | 1 | 1440 | 1440 | $5,500.00 | $159,500.0 |
| 108 | 190 W. Brookline St. | 1440 | 1 | 1 | 1440 | 1440 | $6,000.00 | $165,000.0 |
| 108 | 123 Pembroke St. | 1440 | 2 | 2 | 720 | 720 | $9,200.00 | $156,000.0 |
| 108 | 103 Pembroke St. | 1326 | 2 | 2 | 663 | 663 | $7,000.00 | $192,000.0 |
| 109 | 90 Pembroke St. | 1632 | 2 | 2 | 816 | 816 | $5,500.00 | $240,900.0 |
| 109 | 110 Pembroke St. | 1512 | 3 | 3 | 504 | 504 | $8,500.00 | $174,400.0 |
| 109 | 130 Pembroke St. | 1848 | 4 | 6 | 462 | 308 | $15,900.00 | $222,900.0 |
| 109 | 171 W. Newton St. | 1586 | 2 | 2 | 793 | 793 | $6,500.00 | $194,000.0 |
| 109 | 151 W. Newton St. | 1224 | 1 | 1 | 1224 | 1224 | $4,000.00 | $198,000.0 |
| 109 | 131 W. Newton St. | 1224 | 4 | 6 | 306 | 204 | $9,700.00 | $159,500.0 |
| 110 | 124 W. Newton St. | 1979 | 3 | 3 | 659.5 | 659.5 | $4,500.00 | $173,900.0 |
| 110 | 144 W. Newton St. | 1900 | 1 | 1 | 1900 | 1900 | $8,000.00 | $170,500.0 |
| 110 | 164 W. Newton St. | 1900 | 1 | 1 | 1900 | 1900 | $4,500.00 | $173,900.0 |
| 110 | 484 Columbus Ave. | 1826 | 4 | 6 | 456.5 | 304.3 | $13,000.00 | $166,000.0 |
| 110 | 45 Rutland Sq. | 1728 | 2 | 2 | 864 | 864 | $10,000.00 | $236,300.0 |
| 110 | 25 Rutland Sq. | 1750 | 4 | 6 | 437.5 | 291.6 | $16,500.00 | $264,400.0 |
| 110 | 5 Rutland Sq. | 1505 | 1 | 1 | 1505 | 1505 | $12,000.00 | $138,600.0 |
| (TOTAL) | | 40,520 | 71 | 85 | 26,387 | 25,492 | $245,200.00 | $5,336,600.0 |
| (AVERAGE) | | 1,527.54 | 2.31 | 2.83 | 880 | 850 | $8,173.33 | $177,886.6 |

NOTE: A lower and higher end is shown due to the method of data aggregation.

CENSUS TRACT #705

| Block # | Parcel #/ Address | Sq. Ft. of Parcel | # of Units 1985 (lower end) | # of Units 1985 (higher end) | Ground Area Sq. Ft./Unit 1985 (lower end) | Ground Area Sq. Ft./Unit 1985 (higher end) | Assessed 1980 | Value $ 1985 |
|---|---|---|---|---|---|---|---|---|
| 102 | 61 Dwight St. | 1398 | 4 | 6 | 349.5 | 233 | $7,300.00 | $123,300.0 |
| 102 | 41 Dwight St. | 1359 | 2 | 2 | 679.5 | 679.5 | $8,000.00 | $124,100.0 |
| 102 | 23 Dwight St. | 1470 | 3 | 3 | 735 | 735 | $4,500.00 | $101,600.0 |
| 103 | 237 Shawmut Ave. | 926 | 2 | 2 | 463 | 463 | $5,000.00 | $103,100.0 |
| 104 | 26 Dwight St. | 1561 | 1 | 1 | 1561 | 1561 | $4,600.00 | $107,900.0 |
| 104 | 46 Dwight St. | 1290 | 4 | 6 | 322.5 | 215 | $4,300.00 | $134,000.0 |
| 104 | 47 Milford St. | 1475 | 1 | 1 | 1475 | 1475 | $6,500.00 | $110,300.0 |
| 104 | 27 Milford St. | 1630 | 4 | 4 | 407.5 | 407.5 | $11,000.00 | Various |
| 104 | 9 Milford St. | 1720 | 3 | 3 | 573.3 | 573.3 | $6,500.00 | $142,600.0 |
| 109 | 15 Bond St. | 981 | 1 | 1 | 981 | 981 | $3,500.00 | $38,400.0 |
| 110 | 2A, 4A Milford S | 2460 | 6 | 6 | 410 | 410 | $16,000.00 | $257,200.0 |
| 110 | 22 Milford St. | 1386 | 2 | 2 | 693 | 693 | $6,200.00 | $85,100.0 |
| 110 | 33 Hanson St. | 1200 | 1 | 1 | 1200 | 1200 | $5,500.00 | $101,900.0 |
| 110 | 15 Hanson St. | 1375 | 3 | 3 | 458.3 | 458.3 | $9,700.00 | $96,200.0 |
| 110 | 12 Bond St. | 1260 | 2 | 2 | 630 | 630 | $4,000.00 | $112,200.0 |
| 112 | 4 Ringgold St. | 1053 | 2 | 2 | 526.5 | 526.5 | $4,500.00 | $85,800.0 |
| 112 | 279 Shawmut Ave. | 1560 | 4 | 6 | 390 | 260 | $6,000.00 | $127,500.0 |
| 111 | 30 Hanson St. | 1330 | 3 | 3 | 443.3 | 443.3 | $6,000.00 | $147,300.0 |
| 111 | 99 Waltham St. | 1600 | 6+ | 6+ | 266.6 | | $7,000.00 | $136,300.0 |
| 111 | 79 Waltham St. | 1600 | 6+ | 6+ | 266.6 | | $10,000.00 | $151,200.0 |
| 113 | 80 Waltham St. | 1776 | 4 | 6 | 444 | 296 | $20,000.00 | $199,200.0 |
| 113 | 100 Waltham St. | 1776 | 1 | 1 | 1776 | 1776 | $7,500.00 | $125,900.0 |
| 113 | 45 Union Park | 1640 | 4 | 6 | 410 | 273.3 | $16,600.00 | $237,100.0 |
| 113 | 27 Union Park | 2040 | 4 | 6 | 510 | 340 | $9,500.00 | $233,000.0 |
| 113 | 7 Union Park | 2719 | 4 | 6 | 679.75 | 453.6 | $18,000.00 | $214,600.0 |
| 116 | 14 Union Park | 2374 | 6+ | 6+ | 395.6 | | $9,000.00 | $195,600.0 |
| 116 | 36 Union Park | 2305 | 3 | 3 | 768.3 | 768.3 | $9,000.00 | $124,100.0 |
| 116 | 590 Tremont St. | 2199 | 4 | 6 | 549.75 | 366.5 | $12,000.00 | $136,300.0 |
| 116 | 27 Upton St. | 1776 | 1 | 1 | 1776 | 1776 | $17,200.00 | $82,500.0 |
| 116 | 7 Upton St. | 2410 | 4 | 6 | 602.5 | 401.6 | $9,000.00 | $142,900.0 |
| 115 | 324 Shawmut Ave. | 2099 | 3 | 3 | 699.6 | 699.6 | $10,000.00 | Various |
| 108 | 280A Shawmut Ave | 1212 | 2 | 2 | 606 | 606 | $5,100.00 | $68,600.0 |
| 113 | 676 Tremont St. | 1923 | 4 | 6 | 480.75 | 320.5 | $5,900.00 | $102,000.0 |
| 222 | 77 Rutland St. | 1777 | 3 | 3 | 592.3 | 592.3 | $5,800.00 | $130,700.0 |
| 222 | 57 Rutland St. | 1890 | 4 | 6 | 472.5 | 315 | $6,800.00 | $141,000.0 |
| 222 | 27 Rutland St. | 775 | 2 | 2 | 387.5 | 387.5 | $4,000.00 | $125,400.0 |
| (TOTAL) | | 13,863.00 | 113 | 35 | 2350[illegible] | | $391,500.00 | $44,800.0 |

CENSUS TRACT #706

| Block # | Parcel #/ Address | Sq. Ft. of Parcel | # of Units 1985 (lower end) | # of Units 1985 (higher end) | Ground Area Sq. Ft./Unit 1985 (lower end) | Ground Area Sq. Ft./Unit 1985 (higher end) | Assessed 1980 | Value $ 1985 |
|---|---|---|---|---|---|---|---|---|
| 104 | 32 Montgomery St. | 751 | 2 | 2 | 375.5 | 375.5 | $7,500.00 | $169,000.0 |
| 104 | 54 Montgomery St. | 1170 | 3 | 3 | 390 | 390 | $7,000.00 | $140,200.0 |
| 104 | 601 Tremont St. | 1600 | 4 | 6 | 400 | 266.6 | $7,000.00 | $106,700.0 |
| 105 | 16 Dartmouth St. | 1150 | 4 | 6 | 287.5 | 191.6 | $4,000.00 | $149,400.0 |
| 105 | 139 W. Canton St. | 1200 | 2 | 2 | 600 | 600 | $10,700.00 | $175,200.0 |
| 106 | 40 Dartmouth St. | 1335 | 4 | 6 | 333.75 | 222.5 | $8,500.00 | $139,300.0 |
| 106 | 156 Warren Ave. | 1936 | 2 | 2 | 968 | 968 | $6,000.00 | $184,800.0 |
| 106 | 77 Montgomery St. | 1900 | 3 | 3 | 633.3 | 633.3 | $7,000.00 | $152,100.0 |
| 107 | 144 W. Canton St. | 1900 | 2 | 2 | 950 | 950 | $5,500.00 | $172,300.0 |
| 107 | 164 W. Canton St. | 1900 | 2 | 2 | 950 | 950 | $13,000.00 | $222,000.0 |
| 107 | 195 W. Brookline St. | 1824 | 3 | 3 | 608 | 608 | $11,700.00 | $222,800.0 |
| 107 | 175 W. Brookline St. | 1900 | 1 | 1 | 1900 | 1900 | $5,500.00 | $145,200.0 |
| 107 | 155 W. Brookline St. | 1900 | 1 | 1 | 1900 | 1900 | $5,500.00 | $171,800.0 |
| 108 | 170 W. Brookline St. | 1440 | 1 | 1 | 1440 | 1440 | $5,500.00 | $159,500.0 |
| 108 | 190 W. Brookline St. | 1440 | 1 | 1 | 1440 | 1440 | $6,000.00 | $165,000.0 |
| 108 | 123 Pembroke St. | 1440 | 2 | 2 | 720 | 720 | $9,200.00 | $156,000.0 |
| 108 | 103 Pembroke St. | 1326 | 2 | 2 | 663 | 663 | $7,000.00 | $192,000.0 |
| 109 | 90 Pembroke St. | 1632 | 2 | 2 | 816 | 816 | $5,500.00 | $240,900.0 |
| 109 | 110 Pembroke St. | 1512 | 3 | 3 | 504 | 504 | $8,500.00 | $174,400.0 |
| 109 | 130 Pembroke St. | 1848 | 4 | 6 | 462 | 308 | $15,900.00 | $222,900.0 |
| 109 | 171 W. Newton St. | 1586 | 2 | 2 | 793 | 793 | $6,500.00 | $194,000.0 |
| 109 | 151 W. Newton St. | 1224 | 1 | 1 | 1224 | 1224 | $4,000.00 | $198,000.0 |
| 109 | 131 W. Newton St. | 1224 | 4 | 6 | 306 | 204 | $9,700.00 | $159,500.0 |
| 110 | 124 W. Newton St. | 1979 | 3 | 3 | 659.5 | 659.5 | $4,500.00 | $173,900.0 |
| 110 | 144 W. Newton St. | 1900 | 1 | 1 | 1900 | 1900 | $8,000.00 | $170,500.0 |
| 110 | 164 W. Newton St. | 1900 | 1 | 1 | 1900 | 1900 | $4,500.00 | $173,900.0 |
| 110 | 484 Columbus Ave. | 1826 | 4 | 6 | 456.5 | 304.3 | $13,000.00 | $166,000.0 |
| 110 | 45 Rutland Sq. | 1728 | 2 | 2 | 864 | 864 | $10,000.00 | $236,300.0 |
| 110 | 25 Rutland Sq. | 1750 | 4 | 6 | 437.5 | 291.6 | $16,500.00 | $264,400.0 |
| 110 | 5 Rutland Sq. | 1505 | 1 | 1 | 1505 | 1505 | $12,000.00 | $138,600.0 |
| (TOTAL) | | 40,520 | 71 | 85 | 26,387 | 25,492 | $245,200.00 | $5,336,600.0 |
| (AVERAGE) | | 1,527.54 | 2.31 | 2.83 | 880 | 850 | $8,173.33 | $177,886.6 |

NOTE: A lower and higher end is shown due to the method of data aggregation.

CENSUS TRACT #707

| Block # | Parcel #/ Address | Sq. Ft. of Parcel | # of Units 1985 (lower end) | # of Units 1985 (higher end) | Ground Area Sq. Ft./Unit 1985 (lower end) | Ground Area Sq. Ft./Unit 1985 (higher end) | Assessed 1980 | Value $ 1985 |
|---|---|---|---|---|---|---|---|---|
| 109 | 18 Yarmouth St. | 2310 | 4 | 6 | 577.5 | 385 | $6,200.00 | $86,500.00 |
| 109 | 243 W. Canton St. | 1870 | 3 | 3 | 623.3 | 623.3 | $4,000.00 | $76,000.00 |
| 109 | 223 W. Canton St. | 1890 | 4 | 6 | 472.5 | 315 | $7,000.00 | $116,200.00 |
| 205 | 210 W. Canton St. | 2205 | 4 | 6 | 551.25 | 367.5 | $24,300.00 | $150,000.00 |
| 205 | 230 W. Canton St. | 2205 | 1 | 1 | 2205 | 2205 | $4,000.00 | $72,500.00 |
| 205 | 25 Holyoke St. | 2100 | 6+ | 6+ | 350 | | $6,000.00 | $166,100.00 |
| 204 | 10 Holyoke St. | 2310 | 4 | 6 | 577.5 | 385 | $6,000.00 | $116,400.00 |
| 204 | 30 Holyoke St. | 2205 | 4 | 6 | 551.25 | 367.5 | $11,000.00 | $150,600.00 |
| 204 | 33 Braddock Pk. | 2205 | 2 | 2 | 1102.5 | 1102.5 | $4,500.00 | $116,200.00 |
| 204 | 11 Braddock Pk. | 2178 | 2 | 2 | 1089 | 1089 | $4,500.00 | $124,100.00 |
| 201 | 20 Braddock Pk. | 1960 | 1 | 1 | 1960 | 1960 | $4,500.00 | $107,900.00 |
| 201 | 223 W. Newton St. | 990 | 4 | 4 | 247.5 | 247.5 | $5,100.00 | Various* |
| 201 | 203 W. Newton St. | 2100 | 2 | 2 | 1050 | 1050 | $6,500.00 | $196,700.00 |
| 203 | 196 W. Canton St. | 1280 | 2 | 2 | 640 | 640 | $7,000.00 | $210,000.00 |
| 203 | 193 Warren Ave. | 1470 | 4 | 6 | 367.5 | 245 | $9,100.00 | $104,300.00 |
| 203 | 173 Warren Ave. | 1260 | 3 | 3 | 420 | 420 | $9,000.00 | $152,900.00 |
| 208 | 193 W. Canton St. | 1824 | 1 | 1 | 1824 | 1824 | $7,300.00 | $137,500.00 |
| 208 | 157 Warren Ave. | 1556 | 3 | 3 | 518.7 | 518.7 | $8,500.00 | $150,900.00 |
| 208 | 137 Warren Ave. | 1350 | 2 | 2 | 675 | 675 | $5,000.00 | $192,000.00 |
| 207 | 149 Appleton St. | 836 | 1 | 1 | 836 | 836 | $4,000.00 | $80,900.00 |
| (TOTAL) | | 36,104 | 57 | 89 | 16,639 | 15,256 | $143,500.00 | $2,507,700.00 |
| (AVERAGE) | | 1,805.20 | 2.85 | 3.55 | 832 | 803 | $7,175.00 | $125,385.00 |

NOTE: A lower and higher end is shown due to the method of data aggregation.

CENSUS TRACT #708

| Block # | Parcel #/ Address | Sq. Ft. of Parcel | # of Units 1985 (lower end) | # of Units 1985 (higher end) | Ground Area Sq. Ft./Unit 1985 (lower end) | Ground Area Sq. Ft./Unit 1985 (higher end) | Assessed 1980 | Value $ 1985 |
|---|---|---|---|---|---|---|---|---|
| 102 | 74 W. Rutland Sq. | 1953 | 2 | 2 | 976.5 | 976.5 | $4,500.00 | $138,600.00 |
| 102 | 29 Greenwich Pk. | 2079 | 3 | 3 | 693 | 693 | $7,800.00 | $118,800.00 |
| 102 | 9 Greenwich Pk. | 2178 | 3 | 3 | 726 | 726 | $5,000.00 | $110,500.00 |
| 103 | 8 Greenwich Pk. | 2100 | 4 | 6 | 525 | 350 | $4,000.00 | $109,100.00 |
| 103 | 28 Greenwich Pk. | 2100 | 1 | 1 | 2100 | 2100 | $8,700.00 | $101,900.00 |
| 103 | 29 Claremont Pk. | 969 | 1 | 1 | 969 | 969 | $2,300.00 | $70,100.00 |
| 103 | 9 Claremont Pk. | 2100 | 3 | 3 | 700 | 700 | $3,500.00 | $99,800.00 |
| 104 | 14 Claremont Pk. | 1980 | 2 | 2 | 990 | 990 | $6,000.00 | $116,200.00 |
| 104 | 34 Claremont Pk. | 1722 | 1 | 1 | 1722 | 1722 | $3,000.00 | $63,500.00 |
| 104 | 9 Wellington St. | 1980 | 1 | 1 | 1980 | 1980 | $4,000.00 | $100,700.00 |
| 101 | 12 Wellington St. | 1440 | 3 | 3 | 480 | 480 | $4,300.00 | $83,200.00 |
| 208 | 399 Mass. Ave. | 1805 | 3 | 3 | 601.5 | 601.5 | $7,400.00 | $74,100.00 |
| 203 | 469 Mass. Ave. | 1980 | 4 | 6 | 495 | 330 | $7,900.00 | $32,600.00 |
| 202 | 206 W. Springfield | 1740 | 3 | 3 | 580 | 580 | $5,100.00 | $135,300.00 |
| 202 | 462 Mass. Ave. | 1914 | 4 | 6 | 478.5 | 319 | $8,900.00 | $83,000.00 |
| 201 | 146 Worcester St. | 2359 | 4 | 6 | 589.75 | 393.6 | $7,500.00 | $139,900.00 |
| 201 | 215 W. Springfield | 1600 | 4 | 6 | 400 | 266.6 | $3,000.00 | $112,600.00 |
| 201 | 195 W. Springfield | 1600 | 1 | 1 | 1600 | 1600 | $4,000.00 | $56,400.00 |
| 105 | 18 Concord Sq. | 1638 | 4 | 6 | 409.5 | 273 | $6,500.00 | $156,400.00 |
| 105 | 34 Concord Sq. | 1743 | 3 | 3 | 581 | 581 | $9,000.00 | $196,000.00 |
| 105 | 524 Columbus Ave. | 1909 | 4 | 6 | 477.5 | 318.6 | $6,000.00 | $115,000.00 |
| 105 | 147 Worcester St. | 2000 | 4 | 6 | 500 | 333.3 | $7,000.00 | $89,500.00 |
| 106 | 4 Rutland Sq. | 1560 | 1 | 1 | 1560 | 1560 | $6,000.00 | $170,300.00 |
| 106 | 24 Rutland Sq. | 2076 | 3 | 3 | 692 | 692 | $8,000.00 | $231,700.00 |
| 106 | 44 Rutland Sq. | 1742 | 2 | 2 | 871 | 871 | $5,000.00 | $174,200.00 |
| 106 | 502 Columbus Ave. | 1780 | 4 | 6 | 445 | 296.6 | $8,000.00 | $115,000.00 |
| 106 | 37 Concord Sq. | 1870 | 3 | 3 | 623.5 | 623.5 | $8,700.00 | $178,200.00 |
| 106 | 17 Concord Sq. | 1858 | 2 | 2 | 929 | 929 | $15,500.00 | $237,600.00 |
| (TOTAL) | | 51,775 | 77 | 95 | 23,694.75 | 22,255.20 | $176,600.00 | $3,410,200.00 |
| (AVERAGE) | | 1,849.11 | 2.68 | 3.32 | 846.24 | 794.83 | $6,307.14 | $121,792.86 |

NOTE: A lower and higher end is shown due to the method of data aggregation.

CENSUS TRACT #709

| Block # | Parcel #/ Address | Sq. Ft. of Parcel | # of Units 1985 (lower end) | # of Units 1985 (higher end) | Ground Area Sq. Ft./Unit 1985 (lower end) | Ground Area Sq. Ft./Unit 1985 (higher end) | Assessed 1980 | Value $ 1985 |
|---|---|---|---|---|---|---|---|---|
| 103 | 39 Worcester St. | 1444 | 4 | 6 | 361 | 240.6 | $5,000.00 | $122,100.00 |
| 109 | 25 Worcester St. | 1993 | 1 | 1 | 1993 | 1993 | $5,000.00 | $100,000.00 |
| 201 | 86 W. Springfield | 1280 | 3 | 3 | 426.5 | 426.5 | $4,000.00 | $86,100.00 |
| 201 | 520 Shawmut Ave. | 1175 | 4 | 6 | 293.5 | 195.3 | $12,300.00 | $142,900.00 |
| 104 | 126 W. Concord St. | 1919 | 2 | 2 | 959.5 | 959.5 | $5,500.00 | $118,800.00 |
| 104 | 146 W. Concord St. | 2000 | 4 | 6 | 500 | 333.3 | $13,000.00 | $142,900.00 |
| 104 | 69 Worcester St. | 2002 | 4 | 6 | 500.5 | 333.6 | $5,500.00 | Various* |
| 104 | 49 Worcester St. | 1900 | 4 | 6 | 475 | 316.6 | $5,000.00 | $102,000.00 |
| 105 | 167 W. Springfield | 1868 | 2 | 2 | 934 | 934 | $5,200.00 | $92,400.00 |
| 210 | 524 Mass. Ave. | 2028 | 1 | 1 | 2028 | 2028 | $5,000.00 | $102,900.00 |
| (TOTAL) | | 17,609 | 29 | 39 | 8,471 | 7,760 | $65,500.00 | $910,100.00 |
| (AVERAGE) | | 1,760.90 | 2.90 | 3.90 | 847.10 | 776 | $6,550.00 | $101,122.22 |

NOTE: A lower and higher end is shown due to the method of data aggregation.

CENSUS TRACT #710

| Block # | Parcel #/ Address | Sq. Ft. of Parcel | # of Units 1985 (lower end) | # of Units 1985 (higher end) | Ground Area Sq. Ft./Unit 1985 (lower end) | Ground Area Sq. Ft./Unit 1985 (higher end) | Assessed 1980 | Value $ 1985 |
|---|---|---|---|---|---|---|---|---|
| 119 | 39 E. Concord St. | 1847 | 4 | 6 | 454.5 | 302.83 | $7,000.00 | $168,400.00 |
| 119 | 19 E. Concord St. | 1527 | 3 | 3 | 509 | 509.00 | $7,500.00 | $123,000.00 |
| 119 | 4 Worcester Sq. | 2087 | 4 | 6 | 521.5 | 347.83 | $8,000.00 | $76,500.00 |
| 119 | 24 Worcester Sq. | 2044 | 4 | 6 | 511 | 340.67 | $6,000.00 | $55,700.00 |
| 103 | 21 Worcester Sq. | 2125 | 4 | 6 | 531.5 | 354.17 | $23,000.00 | $142,300.00 |
| 103 | 1 Worcester Sq. | 2198 | 5 | 5 | 439.5 | 439.5 | $8,500.00 | Various* |
| 104 | 678 Mass. Ave. | 1952 | 4 | 6 | 488 | 325.33 | $6,500.00 | $132,800.00 |
| 104 | 698 Mass. Ave. | 1931 | 4 | 6 | 482.5 | 321.83 | $6,000.00 | $75,900.00 |
| (TOTAL) | | 15,681.00 | 32.00 | 44.00 | 3,937.50 | 2,941.16 | $72,500.00 | $774,600.00 |
| (AVERAGE) | | 1,960.13 | 4.00 | 5.50 | 492.16 | 367.65 | $9,062.50 | $96,825.00 |

NOTE: A lower and higher end is shown due to the method of data aggregation.

CENSUS TRACT #711

| Block # | Parcel #/ Address | Sq. Ft. of Parcel | # of Units 1985 (lower end) | # of Units 1985 (higher end) | Ground Area Sq. Ft./Unit 1985 (lower end) | Ground Area Sq. Ft./Unit 1985 (higher end) | Assessed 1980 | Value $ 1985 |
|---|---|---|---|---|---|---|---|---|
| 101 | 80 E. Brookline | 1974 | 3 | 3 | 658 | 658 | $4,000.00 | $88,500.00 |
| 101 | 100 E. Brooklne | 1974 | 3 | 3 | 658 | 658 | $5,200.00 | $86,100.00 |
| 106 | 99 E. Brookline | 1611 | 4 | 6 | 403 | 268.5 | $12,000.00 | $102,000.00 |
| 106 | 81 E. Brookline | 1688 | 3 | 3 | 562.7 | 562.7 | $3,800.00 | $88,500.00 |
| (TOTAL) | | 7,247.00 | 13.00 | 15.00 | 2,281.70 | 2,147.20 | $25,000.00 | $365,100.00 |
| (AVERAGE) | | 1,811.75 | 3.25 | 3.75 | 570.43 | 536.80 | $6,250.00 | $91,275.00 |

NOTE: A lower and higher end is shown due to the method of data aggregation.

# APPENDIX

## HOUSING MARKET CHARACTERISTICS

SOME SOUTH END HOUSING DATA

1985 SOUTH END AND BOSTON COMPARISONS

| | South End | Boston |
|---|---|---|
| **VACANCY RATE** | | |
| Gross vacancy rate | 4% | 6% |
| Net vacancy rate | 3% | 4% |
| **HOUSING TENURE** | | |
| Owner occupied | 20% | 32% |
| Renter occupied | 80% | 68% |
| **ROOMS PER UNIT** | 3.6 | 4.7 |
| **PERSONS PER HOUSEHOLD** | 1.7 | 2.4 |
| **OVERCROWDING** | 1% | 4% |
| **INTERIOR HOUSING CONDITION** | | |
| Very Good and Good | 80% | 73% |
| Fair and Poor | 20% | 27% |
| **EXTERIOR HOUSING CONDITION** | | |
| Little or no work needed | 62% | 70% |
| Great deal or some work | 38% | 30% |

## SOUTH END AND BOSTON CONDOMINIUM DEVELOPMENT

| | 1969-75 | 1975-79 | 1980-82 | 1983 | 1984 | 1985 | Total |
|---|---|---|---|---|---|---|---|
| South End | 36 | 83 | 353 | 210 | 318 | 377 | 1,367 |
| Boston | 1,568 | 2,489 | 8,012 | 1,873 | 2,616 | 4,525 | 21,557 |
| Percent | 2.3% | 3.3% | 4.4% | 11.2% | 12.2% | 8.3% | 6.3% |

## MEDIAN CONDOMINIUM SALES PRICES, Jan. - Jun, 1983

| | |
|---|---|
| South End | $ 81,110 |
| Boston | $ 62,375 |
| | +30% |

## SOME SOUTH END - CITY COMPARISONS

## HOUSEHOLD, FAMILY, AND AGE DATA

### HOUSEHOLD COMPOSITION

| | South End | | Boston | |
|---|---|---|---|---|
| | 1980 | 1985 | 1980 | 1985 |
| Unrelated Individuals | 60% | 79% | 47% | 54% |
| Alone | 48 | 50 | 37 | 32 |
| With others | 12 | 29 | 10 | 22 |
| Families | 40 | 21 | 53 | 46 |
| Married couples | 22 | 10 | 33 | 29 |
| Single parent with children or relatives | 18 | 11 | 20 | 17 |

### MARITAL STATUS OF ADULTS

| | | | | |
|---|---|---|---|---|
| Single, never married | 49% | 60% | 47% | 45% |
| Now married with spouse | 29 | 15 | 35 | 37 |
| Divorced and Separated | 15 | 18 | 9 | 10 |
| Widowed | 7 | 7 | 9 | 7 |

### AGE COMPOSITION

| | | | | |
|---|---|---|---|---|
| 0 - 9 | 10% | 6% | 11% | 11% |
| 10 -19 | 13 | 12 | 16 | 14 |
| 20 -24 | 11 | 13 | 14 | 15 |
| 25 -34 | 25 | 30 | 19 | 22 |
| 35 -54 | 22 | 28 | 18 | 20 |
| 55 -64 | 8 | 5 | 9 | 7 |
| 65+ | 10 | 6 | 13 | 11 |

| | | | | |
|---|---|---|---|---|
| MEDIAN AGE | 30.9 | 30.8 | 28.9 | 28.8 |

BOSTON'S SOUTH END

SOME PRELIMINARY 1980 - 1985 COMPARISONS

| | 1980 | 1985 | Change Number | Change Percent |
|---|---|---|---|---|
| POPULATION | 27,125 | 29,951 | + 2,826 | + 10.4 |
| PEOPLE IN GROUP QUARTERS | 1,795 | 1,000* | - 795 | - 44.3 |
| POPULATION IN HOUSEHOLDS | 25,330 | 28,951 | + 3,621 | + 14.3 |
| HOUSING | 13,752 | 13,893 | + 141 | + 0.1 |
| VACANCIES | (12.7%) 1,733 | (4.4%) 611 | - 1,122 | - 64.7 |
| OCCUPIED HOUSING | 12,019 | 13,282 | + 1,263 | + 10.5 |
| PERSONS PER HOUSEHOLD | 2.1 | 1.7 (2.2) | | |
| RACE & ETHNICITY | | | | |
| WHITE | 10,662 | 10,183 | - 479 | - 4.7 |
| BLACK | 11,058 | 13,777 | + 2,719 | + 24.6 |
| ASIAN | 3,063 | 3,295 | + 232 | + 7.6 |
| HISPANIC | 3,443 | 3,000 | + 443 | - 12.9 |
| PERSONS IN POVERTY (PERCENT) | 23 | 17 | | - 26 |
| PUBLIC HOUSING | 1,362 | 1,376 | + 14 | + 0.9 |
| ASSISTED HOUSING | 3,247 | 3,561 | + 314 | + 9.7 |
| LODGING HOUSE ROOMS | 1,219 | 901 | - 318 | - 26.1 |
| GROSS MEDIAN RENT | $ 208 | $ 370 | + $162 | + 177.9 |

SOURCES: 1980 FEDERAL CENSUS
1985 CITY CENSUS
1985 BOSTON HOUSEHOLD SURVEY
1985 BOSTON'S HOUSING STOCK (GOETZE)

COMPILED BY BRA RESEARCH DEPARTMENT, January 10, 1986

*ESTIMATED

## SOME PRELIMINARY SOUTH END COMPARISONS

## RENT AND RESIDENTIAL SALES PRICES

### EXISTING HOUSING UNIT MEDIAN RENTS, 1985
(includes public and assisted units)

| | SOUTH END | | CITY | |
|---|---|---|---|---|
| | Contract Rent | Gross Rent | Contract Rent | Gross Rent |
| Less than $200 | 24 | 20 | 21 | 15 |
| $200 - $299 | 15 | 19 | 18 | 12 |
| $300 - $399 | 24 | 20 | 22 | 21 |
| $400 - $599 | 24 | 25 | 24 | 32 |
| $600 and more | 13 | 15 | 15 | 19 |

### SOUTH END MEDIAN ADVERTISED APARTMENT MONTHLY GROSS RENTS

| | 1975 | 1981 | 1985 |
|---|---|---|---|
| Studios | $163 | $338 | $554 |
| One bedrooms | 225 | 430 | 742 |
| Two bedrooms | 308 | 595 | 1017 |
| Three bedrooms | 420 | 650 | 1142 |
| Four bedrooms | 400 | 850 | 1563 |
| Five bedrooms | x | x | 1783 |

### MEDIAN VALUES OF RESIDENTIAL SALES
(average for 1,2, and 3 Families)

| | |
|---|---|
| 1975 | $ 50,000 |
| 1984 | $230,000 |

17% annual rate

# APPENDIX

## ELECTRIC SERVICE IN THE SOUTH END

BOSTON EDISON
800 Boylston Street
Boston, Massachusetts 02199

November 4, 1986

Thomas Planning Services
120 Tremont Street
Boston, Mass. 02108

Dear Mr. John W. DePriest:

This is in response to your request of Sept. 30, 1986 to Jim Webster for information about the electric utility capacity in the South End. Although we cannot supply a composite map of all the supply lines, we can provide some background information and One Line Diagrams of Distribution Circuits and System Supply Lines.

I. 4160 Volt Distribution Circuits

The South End is supplied by 15 distribution circuits. Thirteen of these high voltage circuits emanate from our Station #318 which is located off San Juan Street near West Dedham Street.

There are two other circuits which come from other sources, one supplies a portion of the Claremont section and its source is at Hampshire Street in Roxbury. The other, which supplies the Worcester Square area at the south east portion of map which comes from Harrison Ave./Albany St., Roxbury.

These circuits have a combined winter capacity of 36,864 kVA. The 1985/1986 winter load on Station #318 was 24,200 kVA and the estimated South End load on the Roxbury circuits was 3600 kVA.

To address recent new load additions we are now in the process of establishing four additional distribution circuits. Two new circuits will be established from a new substation (#52) located at Linden near Tremont Street, Roxbury. These two new circuits will help supply the Claremont Park area. A third new circuit will be established from an existing substation (#323) located off Southampton Street in Roxbury. This new circuit will supply the Albany/East Newton Street area. The fourth circuit will be established from Station #318 to the Chandler Street area.

The combined capacity of these new circuits amounts to 9864 kVA and should be available by 1987. Prints of the existing distribution circuits are included for reference.

II. 13,800 Volt Distribution System Supply Lines

Sixteen 14 kV D.S.S. lines from L Street Station supply the South End of Boston. Four of these lines supply the main 4 kV station in the area - Station #318 on West Canton Street. The remaining twelve lines supply institutional and commercial substations and network installations in and near the area. The sixteen lines have a combined winter capacity of 105 MVA and the 1984/1985 winter load was 56 MVA.

To address the immediate future load growth (estimated at 3,000 kVA per year) in the South End, Spot Network Development will make maximum use of these 16 D.S.S. lines. The reliability of secondary network distribution is significantly better than the existing radial 4160 volt system and its best application will be in serving larger, concentrated new load.

The electrical supply to the South End will undergo substantial change in coming years. In 1990 the 16 L Street supply lines will be reconnected and supplied from a new station at Andrew Square in South Boston. This will reduce the length of each line by one and one half miles.

It is recognized that the establishment of spot secondary networks will require the extension of the existing 15 kV cables and the reconstruction (possibly extensive in some streets) of the existing conduit system. But, development of spot networks will not require any new substation sites or land acquisition. Sidewalk and building type vault locations will be needed to accommodate this type of distribution system.

Prints of the existing D.S.S. lines are included for reference.

The information provided should suffice for your study of density and the impact(s) of swelling unit conversions. If additional information is needed, contact me at 424-3197.

Sincerely yours,

Jim Kelly

James P. Kelly
Head
Distribution Division
Engineering, Planning & Research Dept.

XC: Mr. J. A. Webster (Letter Only)
Mr. C. B. Damrell (Letter Only)
Mr. W. J. Kramer (Letter Only)
Mr. F. E. Silvia (Letter Only)

Enclosures

# APPENDIX

## STRATEGIES TO MITIGATE/CONTROL THE IMPACTS OF CONVERSION

## STRATEGIES TO MITIGATE/CONTROL THE IMPACTS OF CONVERSION

- Eliminate incentives for conversion, e.g., reduction in open space and off-street parking requirements.
- Revise off-street parking standards to reflect a more realistic level of off-street parking needs.
- Establish parking space fund to funded by developers for the provision for parking facilities where off-street parking can not easily be located on site.
- Require trash compactors and garbage disposal units for newly created units.
- Establish an open space fund to be funded by developers for the provision of open space where open space can not easily be located on site.
- Require notification of utilities prior to approval of development plans.
- Establish a set-aside of affordable family dwelling units as a condition of approval of requests to increase permitted density or reduce bulk and off-street parking controls.

# APPENDIX

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## BIBLIOGRAPHY

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Report of the South End Study Committee

on the potential designation of

THE SOUTH END

in part as a Landmark District

and in part as a Protection Area

under Chapter 772 of the Acts of 1977, as amended

THE BOSTON LANDMARKS COMMISSION

Approved Marcia Myers 10/11/83
Executive Director (Date)

Accepted Paulina Chase Harrell 10/11/83
Chairman (Date)

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## INTRODUCTION

The South End Study Committee hereby transmits to the Boston Landmarks Commission its report on the designation of the South End neighborhood as a Landmark District with the Harrison Avenue/Albany Street area as a Protection Area.

The work of this Committee was initiated in 1977 after a petition was submitted by registered voters of the South End neighborhood to the Boston Landmarks Commission asking that the Commission designate the proposed South End neighborhood a Landmark District under the provisions of Chapter 772 of the Acts of 1975, as amended. The purpose of such a designation is to recognize and to protect the architectural and historical characteristics which make an area unique and worthy of preservation.

As a result of the petition from ten registered voters and at the request of the Boston Landmarks Commission, the Mayor appointed and the City Council confirmed a Study Committee to make recommendations to the Commission on the proposed district.

The South End Study Committee, which consists of members from the Landmarks Commission and the South End Study Area, began its work together in 1978 to evaluate the architectural and historical significance of the area, the potential boundaries, and to propose the standards and criteria that would ensure the protection of the area. The Committee was assisted by Marcia Myers, Executive Director of the Boston Landmarks Commission, Judith McDonough, Survey Director of the Commission, and John Harrell, the Commission's staff architect.

All Study Committee meetings were held in the South End on a regular bi-monthly schedule and were open to the public. After more than two years of work, study and deliberation, a tentative report with suggested guidelines was drawn up. During September, 1981, the Study Committee held two special meetings to which all property owners and interested residents in the Study Area were invited. Additionally, many presentations were given at individual neighborhood association meetings by Committee members and interested persons. The Study Committee's report was reviewed, and opinions and suggestions were solicited from the public. Following these meetings, the Study Committee amended and completed its recommendations for submission to the Boston Landmarks Commission.

## SUMMARY

The South End Study Committee has concluded that the South End neighborhood is architecturally significant as a substantially intact area of mid-19th century row houses and notable institutional and civic complexes important for integrity and consistency of design throughout the greater part of the entire district.

Therefore, the Study Committee has recommended that an area bounded, roughly, by the Southwest Corridor right-of-way, Tremont Street, East Berkeley Street, Washington Street, Harrison Avenue, and Northampton/Camden Streets be designated as the South End Landmark District. The Committee has recommended, also, that the area between the designated district and the Southeast Expressway be designated as a Protection Area. (See Section I for exact boundaries of both proposed districts.)

The Committee has recommended, also, that the Standards and Criteria, which have been prepared to guide future physical changes to property and to open space within the proposed districts in order to protect the architectural integrity and character of the area, be adopted.

The Committee has further recommended that a South End District Commission be established in accordance with Chapter 772 of the Acts of 1975, as amended, that district residents and members of the Boston Landmarks Commission be appointed to the Commission to review exterior changes to property in the districts.

Chapter 772, as amended, stipulates that there be five District Commission members: two members and two alternates from the District and three members and three alternates from the Boston Landmarks Commission. The report recommends that: The pairs of members and alternates from the Landmark District must be residents of the Landmark District for at least three years prior to appointment to the Commission; that at least one member and one alternate be owner occupants within the Landmark District; that no member or alternate may own more than three properties within the Landmark District; that one member and one alternate reside in that part of the Landmark District lying west of Tremont Street; that the other member and other alternate reside in that part of the Landmark District lying east of Tremont Street; and that members and alternates serve staggered three-year terms.

Study Area residents on the Study Committee:

James Alexander
Dorothy Clarke
Philip Degnon
Fernando Domenech
Allan R. Crite
Clark Frazier
Robert Bennett
Charles F. Gandy
Betty Fordham Nolan
Rev. Clyde Miller

Boston Landmarks Commission representatives on the Study Committee:

Pauline Chase Harrell
Henry A. Wood
Susan B. Davis
Martha Rothman (until 1980)

Acknowledgments:

This report would not have been possible without the sustained and extensive assistance of many South End residents. Although it would be impossible to make a complete list, the following people donated many hours of their own time to assist in what seemed like an endless task:

Carolyn Gritter
Ken Gritter
Robert Harkness
Jeanette Hajjar
Arthur Howe
Raymond F. Liston
Joe Rosembloom
Eric Liebman

I Location and Boundaries of the Proposed Districts.

The proposed South End Landmark District and the Harrison Avenue/Albany Street Protection Area are located in the South End section of the City of Boston

The area to be included in the proposed Landmark District of 300 acres includes the property within a line running as follows:

- starting at a point at the intersection of Northampton Street and the southerly property line of the Southwest Corridor right-of-way and running in a northeasterly/easterly direction along said right-of-way to the intersection of Tremont Street;

- thence turning and running in a southwesterly direction along the easterly curb line of Tremont Street until it intersects with East Berkeley Street;

- thence turning and running in an easterly direction along the southwestern curb line of East Berkeley Street until it intersects with Washington Street;

- thence turning and running northerly for approximately 50 feet along the western curb line of Washington Street;

- thence turning at a right angle and running across Washington Street to its eastern curb line and again turning at a right angle and running in a southwesterly direction along the southeastern curb line of Washington Street until it intersects with the back lot property line of #21 Waltham Street.

- thence turning and running in a southeasterly direction along the back lot lines of #21 to #1 Waltham Street;

- thence running across Harrison Avenue and along the back lot lines of #80 to #86 Waltham Street;

- thence turning and running in a southerly direction along the eastern lot line of #86 Waltham Street;

- thence running in a southeasterly direction across Union Park Street and in a southerly direction along the east lot line of #89 Union Park Street;

- thence turning and running in a westerly direction along the back lot lines of #89 to #81 Union Park Street until it intersects with Harrison Avenue;

thence turning and running in a southwesterly direction along the southeastern curb line of Harrison Avenue until it intersects with East Canton Street;

- thence turning and running in a southeasterly direction along the northeastern curb line of East Canton Street until it intersects with Thorn Street;

- thence turning and running in a southwesterly direction along the southeastern curb line of Thorn Street until it intersects with East Brookline Street;

- thence turning and running in a northwesterly direction along the back lot

lines of #109 to #81 East Brookline Street;

- thence turning at a right angle and running in a northeasterly direction along the eastern lot line of #57 East Brookline Street;

- thence turning at a right angle and running in a northwesterly directon along #57 East Brookline Street until it intersects with Harrison Avenue;

- thence turning and running in a southwesterly direction along the southeastern curb line of Harrison Avenue until it intersects with Northampton Street;

- thence turning and running in a northwesterly direction along the northeastern curb line of Northampton Street until it intersects with Washington Street;

- thence turning and running in a southwesterly direction along the mid-line of Washington Street until it intersects with Camden Street;

- thence turning and running in a northwesterly direction along the northern curb line of Camden Street to the intersection with Shawmut Avenue, continuing directly across Shawmut Avenue and along the northern curb line of Camden Street until it intersects with Tremont Street;

- thence continuing directly across Tremont Street along the northerly curb line of Camden Street until it intersects with Columbus Avenue, across Columbus Avenue until it intersects with the back lot lines of #607 to #627 Columbus Avenue;

- thence turning and running in a northeasterly direction along said back lot line until it intersects with Northampton Street;

- thence turning and running in a northwesterly direction along the northeastern curb line of Northampton Street until it reaches the starting point.

- The area to be included in this proposed Protection Area of 180 acres includes the property within a line running as follows:

- starting at a point at the intersection of the Southwest Corridor right-of-way at Herald Street and Tremont Street and running in a southwesterly direction along the easterly curb line of Tremont Street until it intersects with East Berkeley Street;

- thence turning and running in an easterly direction along the southwestern curb line of East Berkeley Street until it intersects with Washington Street;

- thence turning and running northerly for approximately 50 feet along the western curb line of Washington Street;

- thence turning at a right angle and running across Washington Street to its eastern curb line and again turning at a right angle and running in a southwesterly direction along the southwestern curb line of Washington Street until it intersects with the back lot property line of #21 Waltham Street;

- thence turning and running in a southeasterly direction along the back lot lines of #21 and #1 Waltham Street;

- thence running across Harrison Avenue and along the back lot lines of #80 to #86 Waltham Street;

- thence turning and running in a southerly direction along the eastern lot line of #86 Waltham Street;

- thence running in a southeasterly direction across Union Park Street and in a southerly direction along the east lot line of #89 Union Park Street;

thence turning and running in a westerly direction along the back lot lines of #89 to #81 Union Park Street until it intersects with Harrison Avenue;

- thence turning and running in a southwesterly direction along the southeastern curb line of Harrison Avenue until it intersects with East Canton Street;

- thence turning and running in a southeasterly direction along the northeastern curb line of East Canton Street until it intersects with Thorn Street;

- thence turning and running in a southwesterly direction along the southeastern curb line of Thorn Street until it intersects with East Brookline Street;

- thence turning and running in a northwesterly direction along the back lot lines of #109 to #81 East Brookline Street;

- thence turning at a right angle and running in a northeasterly direction along the eastern lot line of #57 East Brookline Street;

- thence turning at a right angle and running in a northwesterly direction along #57 East Brookline Street until it intersects with Harrison Avenue;

- thence turning and running in a southwesterly direction along the southeastern curb line of Harrison Avenue until it intersects with Northampton Street;

- thence turning and running in a southeasterly direction along the northeastern curb line of Northampton Street until it intersects with Albany Street;

- thence turning and running in a northeasterly direction along the northwestern curb line of Albany Street until it intersects with Massachusetts Avenue;

- thence turning and running in a southeasterly direction along the northeastern curb line of Massachusetts Avenue until it intersects with Melnea Cass Boulevard;

- thence turning and running in a northeasterly direction along the northwestern edge of Fitzgerald Expressway until it intersects with Herald Street;

- thence turning and running in an easterly direction along the northern edge of Herald Street until it reaches the starting point.




PROPOSE
SOUTH E
LANDMA
DISTRICT

## II Description

A significant fact in the development of the South End is that much of the land is man-made. More than half of the area was once mud flats and marshes. The filling-in process was begun in the early 1800's and, by stages, virtually completed by 1870. The result was a table-flat surface with only slight rises on the north-south streets where they bridged the existing railroad tracks. The South End plan is composed of several smaller and three major grids, and on such a surface the buildings - their arrangement, alignment, structure and architecture - are the important and distinctive physical features of the landscape.

The proposed South End Landmark District and the adjoining Harrison Avenue/Albany Street Protection Area are large, well-defined, and densely built up. The major boulevards have long vistas while the shorter, often tree-lined residential cross-streets are slightly curved. The different streets are distinguished by width and direction, by subtle variations in the architectural style and height that vary from one block to another, and by the proximity of open park space or the presence of a fenced-in "English" park found on some of the short residential blocks.

In this century there have been three substantial alterations to the nineteenth century landscape: the major east-west streets have been connected by bridges across the railroad track right-of-way to their counterparts in the Back Bay, ending the nearly total isolation of the South End from that district; much of the Fort Point Channel has been filled in, eliminating the last vestige of harbor shoreline and its related maritime industries; and the building of the Cathedral, Castle Square, and I.B.A. housing developments which radically altered the street patterns and replaced the original buildings in those particular areas.

The residential buildings which predominate the South End are the red brick rowhouses of four or five stories with double basement and mansard roof. Characteristic architectural features include decorative entrance canopies, decorative iron-work and granite or brownstone trim. The most popular styles of houses are the bow front, the flat front, and the angle bay. There are some brownstone buildings, some smaller three-story houses, a few frame houses, and some larger apartments buildings and commercial structures. A major element of the South End is its many distinctive churches and associated structures. Important also are the municipal and civic buildings that, with few modern exceptions, relate in style, materials, and design to the overall framework. On many of the short, residential blocks, the look and feel is much as it was a hundred years ago, and it is the automobile and the T.V. antennae that announce the century.

## III A Historical and Topographical Development

In the 17th and 18th centuries, what is now called the South End was a narrow strip of land connecting the Shawmut Peninsula, on which the city of Boston was growing, with the mainland. This isthmus, or Neck Lands, was bounded on the west by the mudflats of the Back Bay and on the east by the South Cove and South Bay.

Soon after the settlement of Boston, a fortification was erected at the narrowest point of the neck near what is now East Berkeley (formerly Dover) Street. By 1784 the only buildings erected outside this fortification were a few stores. Ten years later there were only 18 buildings on the strip of land between Dover Street and the Roxbury line.

As the population in Boston grew, the demand for land resulted in what was to be the first of many land-fill projects. The Mill Pond on the perimeter of the Shawmut Peninsula was the first major fill and was begun in the 18th century. In March, 1800, at a meeting of the Board of Selectmen of Boston, the subject of laying out the Neck lands for development was raised. One year later, Charles Bulfinch, who was chairman of the Board of Selectmen, presented a plan:

> "in which the land was divided into streets and lots, the streets being regular and drawn at right angles; and to introduce variety, a large circular place was left to be ornamented by trees, which the committee said would add to the beauty of the town at large and be particularly advantageous to the inhabitants of that part, the Neck." (Shurtleff)

In the plan the streets were all laid out in relation to Washington Street, already in existence and, until 1786, the only thoroughfare from the mainland to Boston. The "circular place" was an oval grass plot to be called Columbia Square. In 1849, it was divided into Franklin and Blackstone Squares, one on either side of Washington Street. Suffolk Street, now Shawmut Avenue, was shown extending from Columbia Square to the Roxbury Meeting House.

The harmonious streetscape of the South End was to be ensured by city control of building setback, height, width, and building material; all stipulated in deeds after sale by the City. The agreement by owners to build structures within the stated guidelines is an early and extensive instance in Boston of restrictions on real estate in order to promote symmetry and harmony of appearance on a street lined with buildings.

In 1804, the Front Street Company was chartered, "the first important enterprise for enlarging the limits of Boston by making new land". (Woods, p.20) This "enterprise" consisted of building Front Street, later renamed Albany Street, from Beach to Dover Streets. The filling of house lots was left to the individual owners, and as late as 1830 some of the lots still had not been filled.

Also in 1804, the first east/west street was laid out from Washington to Front Streets. In 1834, it was extended and renamed Dover Street.

In 1821 a dam was built on the site of the present Beacon Street, near the

foot of Beacon Hill, under the authority of the Boston and Roxbury Mill Corporation. This damming of the Back Bay led to some random filling on the western side of the Neck Lands, and, in the 1830's, allowed for the extension of Suffolk Street and Tremont Street all the way to Roxbury. An important factor for the development of the South End was the South Cove Company, founded in 1833 as an auxiliary to the Boston and Worcester Railroad. In the span of six years it purchased and filled 73 acres (for terminal yard facilities) of what is now Chinatown and the garment and leather districts. The activity of this company is considered to have given impetus to the laying out of the cross streets between Dover Street and Massachusetts Avenue. By 1840, Northampton, Concord, Newton, and Brookline Streets, named after Massachusetts towns, had been added at right angles to Washington Street.

The hope and promise of attracting buyers who wished more land around their houses than was available in the older parts of the city never materialized. Only the Deacon House (1848) on Washington Street, the first building in Boston with a mansard roof and other architectural displays of French influence, gave evidence of this campaign which lasted less than a decade. In 1849, in order to stimulate the sale of property in the South End, the City commissioned two engineers, E. S. Chesbrough and William P. Parrott, to re-plan the area for more modest building lots. It had become evident that the Federal Period grid pattern would be unsuitable for rowhouse development, and the unattached estate house seemed no longer to be popular within the city. The Deacon House was to remain an anomaly for many years.

The plan developed by Chesbrough and Parrott placed an additional east/west street in each block. In several instances, a small park or square was added. In 1850, Chester Square and East Chester and West Chester Parks were laid out and the lots sold at auction. A year later, Union Park and Worcester Square were done. Careful attention was given to the architectural unity of the blocks adding to the unique charm of the area. Much of this work was done by architect Nathaniel J. Bradlee.

The larger development of laying out and filling in the grids in the Back Bay, which was started in 1857, anticipated an extension into the yet unfilled portion of the South End. The result was that Warren Avenue, Appleton, Clarendon, and Dartmouth Streets were laid out following the Back Bay grids and askew from the South End pattern. However, the inflexible presence of the railroad tracks inhibited any further intrusion of that design. Columbus Avenue was laid out parallel to the railroad tracks and aligned with the Park Street Church steeple. By 1870, the basic pattern for the South End had been laid out and the filling operations completed.

The opening of the horse-car line from Scollay Square to Roxbury along Washington Street in 1856 facilitated the growth of the new community and helped to establish its importance as a popular residential area. The South End became a fashionable district of large, well-built, often luxurious private homes. There were many thriving churches both Protestant and Catholic. The new English High and Boston Latin Schools added distinction to the South End, as well as the Boston City Hospital which was built in 1864. Two handsome hotels added their elegance to the area, and it was only proper that President Grant stay at one of them, the St. James (now the Franklin Square House), when he visited Boston. In 1870, it would have seemed that the future of the South End as a stable and prosperous district was assured. Yet circumstances were already developing which would prevent the realization

of that prospect from lasting for more than a generation, that is, until the mid 1870's. In 1855, Mayor Smith recommended departure from the policy of restricting the South End to people of wealth (Firey, p.63). The city began selling its lots at auction and more favorable loan terms were established. In addition, the houses built on the mudflats between Tremont Street and the railroad tracks were of cheaper construction than those in the older part of the South End, and many were heavily mortaged.

At about the same time, 1868, the raising of grades between Tremont, Pleasant, Washington, and Dover Streets, meant the demolition of about 150 buildings and the elevation of 600 other on higher foundations. The area had never been one of particular quality, and its proximity to the railroad tracks had a blighting effect not evident in the Church Street district (now Bay Village) on the north side of the tracks. It was not long after the razing of so many buildings that this area became a neighborhood of tenements and lodging houses.

It is possible that the South End could have survived as an affluent district, for the major portion was still attractive and viable. The telling blows were the development of the Back Bay where prices were "high enough to discourage cheap land uses and thus ensure upper class occupancy" (Firey, p.66), and the panic of 1873 which not only saw the ruin of many speculators, but also found many home buyers unable to make their mortgage payments. By 1885, the South End had become home to a large and growing number of lodgers. Of the 53 houses on Union Park, half had become lodging houses. Seven years later, only seven still were maintained as private residences.

It should be noted that the transition from single-family residence to lodging house was given its initial impetus by many of the original property owners. The houses are large and have many rooms, often more than was necessary to accommodate a single family with or without live-in servants. It was not unusual, therefore, for a family to take in one or two "lady/gentleman lodgers" to help defray expenses. The second generation of property owners merely increased the number of lodgers and decreased the family's living space. The interior design of the buildings, quite similar throughout the area, almost lends itself to such an enterprise, and few alterations were necessary to convert a house from completely private residence to total lodging house.

If the population of Boston needed room to expand, so did many other of the elements that go to make up a growing and thriving city. Economics, as always, was a major factor in determining results. Even before the South End was planned, there were small businesses in the area that would be the northernmost part of the district and many industries along the eastern boundary between Washington Street and the Fort Point Channel. As the price of real estate declined in the South End, businesses and industries increased in numbers. Lumber yards, breweries, piano craft factories, and other enterprises flourished. As traffic along the major arteries which ran through the South End increased, the desirability of property along those thoroughfares decreased. The growth in numbers of working-class people who lived here meant a growth in the number of taverns, saloons, and inexpensive eating places. The construction of the Main Line Elevated removed the last vestige of respectability from Washington Street and was considered a direct affront by those residents and institutions who were forced to live under its shadow and listen to its horrendous roar.

The economic decline of the South End began slowly in the 1870's and gradually

gained momentum. The popularity of suburban towns, such as Milton and Brookline, was growing. Enhanced by the availability of public transportation in the decade between 1880 and 1890, the suburbs soon became more attractive than the South End for home owners. Those who still wished to reside in the city, settled in the Back Bay. The decline began in the vicinity of Dover Street and moved southward toward Chester Square.

In 1927 an attempt was made to restore sections of the South End to an approximation of their former elegance. A Dr. Wilson and a number of his friends moved on to Union Park and began repairing and refurbishing their homes. There were many people who believed that the area had greater possibilities than Beacon Hill, also being restored at that time. The Crash of 1929 put an end to these activities in the South End. Less than ten years later, the last of these families moved out of Union Park. Even as the country emerged from the Depression, the South End was considered an undesirable place to live and an unattractive area for investment by the middle class.

In the decade following the end of World War II, many of the working class and immigrant families who lived in the South End joined the great American move to the suburbs. Houses sold for as little as $2000, and buyers were not easy to find. Many houses were abandoned and the city sought buyers for the price of back taxes, some as little as $500. Early "slum clearance" efforts obliterated the New York Streets in the northeast corner of the South End. Bank financing and insurance, already difficult to obtain, dried up completely. As abandoned buildings proliferated, the City adopted a policy of demolition without regard for abutting structures. Following the completion of the West End Urban Renewal Plan, many of the City planners considered the demolition of the South End as the next logical step in removing blighted areas from the city.

In reaction to this policy, many of the residents in the South End, organized in Neighborhood Associations, banded together to force the City to abandon this plan and to assist in efforts to reclaim and to improve the housing stock. They were joined in this struggle by the new, middle class residents who began moving into the South End as early as 1959. Under the guidance of the United South End Settlements (USES), who helped organize and maintain the Neighborhood Associations, both new and long-time residents protested the unnecessary destruction of basically sound buildings and long-established neighborhoods. This marked the beginning of the South End's preservation movement.

In consideration of the criticism that had followed the demolition of an entire community in the West End and in response to the organized protest of the residents of the South End, the City's Boston Redevelopment Authority agreed to preserve as much of the South End as would prove practical. In hundreds of meetings, representatives from the many Neighborhood Organizations, various South End institutions, and the BRA drew up a plan for the entire area that would be the basis for the South End Renewal Project. Federal funds were re-directed from demolishing the South End to salvaging its buildings, repairing its infra-structure, and beautifying its streets. It became the nation's largest urban renewal project, and was authorized in -1965. Federal, local, and private investment resulted in physical improvements, housing rehabilitation, the construction of new housing and new public institutions.

The South End is a neighborhood whose buildings and institutions have been adapted for use by a succession of different populations, but it still fits the description:

> "of symmetrical blocks of high-shouldered, comfortable red brick or brownstone houses, bow-fronted and high-stooped, with mansard roofs, ranged along spacious avenues, intersected by cross streets that occasionally widened into tree-shaded squares and gardens, whose central gardens were enclosed by neat cast-iron fences." (Whitehill, p.122)

Preference for urban living by many of the young, professional middle class and the current economic exigencies place the South End under conflicting pressures. Once again, the row house is being converted into multiple dwellings as developers fill the demand for apartments and condominiums in Boston's inner-city neighborhoods, even as the number of owner occupied-homes is increasing Yet the seeds of regeneration have been firmly planted. Today's South End resident is striving to preserve and to enhance the architectural heritage of our neighborhood. Having stemmed the tide of decay, the South End is proud to be one of Boston's most successful and stable neighborhoods, while remaining its most diverse community.

In the last decades of the 19th century, many German immigrants moved into the South End. They soon were followed by large numbers of Irish, French Canadians, Russian Jews and smaller groups of other nationalities. In the first decades of the 20th century, they were succeeded by new waves of future Americans. The larger communities were formed by Syrians, Lebanese, Greeks, Armenians, Italians, and Lithuanians. A small Chinese community developed from the over-flow out of Chinatown, which abutted the South End. At this time, Blacks also began moving into the South End in growing numbers, joining the small, but well-established community that had been here for more than a generation. Attracted by the proximity of the newly-constructed Back Bay Railway Station, they left their homes on the west side of Beacon Hill where their community had lived since the 18th century. They were to form a large and influential population in the South End. These were the more prominent groups in the first half of this century. The restrictions in the new laws of the 1920's choked off the flow of immigrants to the United States, and the Depression delayed the upward mobility of the newest Americans in the South End and elsewhere.

Between the demise of the South End as a middle/upper-middle class neighborhood in the 1870's and the post-war world of the 1950's, the South End was a vibrant, economically poor but culturally rich, dynamic community. Because it is an urban area and because its people worked hard to fulfill the promise of America, it was always in transition. In every instance, the latest arrivals of any ethnic group moved into their community years after the first-comers had left for middle America and the communities outside of the center city. They established their churches or synagogues as their first concerted effort, usually buying and converting a suitable edifice left vacant by a group of their predecessors. If the congregation was very small, the members would convert the main floor of a residential building to serve their need. There were always members of every group who opened grocery stores, stocking them with the foods, spices, breads, and cooking implements peculiar

to their own culture. Other opened eating places that served their native dishes. Coffee houses for the men, social clubs for families, language schools and marching bands for children were organized within each community.

Other, non-ethnic enterprises, such as drug, hardware, candy, and clothing stores were established either by people living outside of the South End or by residents who had been in the United States long enough to have acquired the necessary amount of English and expertise. As is inevitable in a working-class neighborhood, there were the pawnshop and barroom as well as the neighborhood tavern. There were, also, many non-ethnic lunchrooms and small restaurants that catered mainly to the rooming house population. Many of the newcomers had skills that every one could use, and their clientele was the result of proximity rather than ethnicity. They were the tailor and the baker, the knife-sharpener, the shoemaker, the seamstress, the carpenter, and the butcher - to name a few.

Since the South End had been designed for the well-off, the planners could not have dreamed that there would one day be a need for so many shops and stores within walking distance of the homes. The common solution was to convert the front room on the street floor for the smaller shops and eating places, with living quarters in the rear. The whole floor space was used for larger stores. The first eight feet of front brick wall was removed, a plate glass window was installed with proper lettering, a sign, and you were in business. By 1940, there was a grocery store or shop of some kind on almost every corner in the South End. Washington Street was a potpourri of stores and shops from Castle Street to Dudley Street. Columbus Avenue and Tremont Street managed to retain a few blocks with only one or two converted store-fronts. For much of Shawmut Avenue, only the corner buildings were altered. Very few of the buildings on the small, residential side streets were touched.

The pace of change in the population of the South End slowed in the 1930's because of economic conditions and in the early 1940's because of the war. By the middle of the 40's, the population was close to 60,000, and the South End was the most densely inhabited district in the City of Boston. Soon after the end of World War II, families began to move out of the South End, following the example of their predecessors and emulating city dwellers across the nation. But for the first time in the history of the South End, the movement was in one direction only. There were no groups of immigrants waiting to occupy the houses that often were left vacant and too often remained so. On one block where, in 1940, there were about 80 young people under 20 and half of those under 14, by 1951 there were less than two dozen under 20 and none under 14.

When the South End lost its first population of middle-class homes owners, it lost its reputation in Boston as a desirable place to live. Few of the subsequent home owners considered the South End to be their permanent residence and were, therefore, unwilling to invest their money in anything more than minor repairs. Many could not afford to pay for major repairs. Some, not familiar with this style of house, were unaware of what was needed and were too proud to ask and reveal their poverty. Many, if not most of the buildings, had absentee owners who disdained the South End and saw no need to maintain their property. By the middle of the century, signs of decay and disrepair could be found almost everywhere. As abandoned buildings decayed, they were razed by the City, and unsightly gaps could be found on many blocks of once-solid rowhouses. The long boulevards that had been built to connect downtown Boston with the towns to the south became major arteries for

commuters and a major problem and constant hazard for South Enders. These thoroughfares were the only part of the South End that most outsiders ever saw and, because they contained a less-than-attractive melange of stores, shops, taverns, businesses, lunch-counters, they reinforced the disreputable opinion of the South End that much of Boston held. The South End had almost reached its nadir.

The Black community that had moved to the South End from the West End joined those already there to form the most stable neighborhood in the South End. They were middle/working class families but, because of racial attitudes outside the South End, less mobile than their neighbors. By the 1950's, third generation families in the community were not unusual, although many of the young people who went on to college did not return or settle in the South End after they had graduated. If they were at a disadvantage in Boston because they were Black, they had an advantage in the South End because they were native-born Americans. They grew up knowing what their immigrant neighbors had a hard, somewhat painful time learning: in particular how to survive in the larger society where the rules that were supposed to apply to everyone did not apply to you. In the South End, all the communities combined to form a kaleidoscope of intermingling and overlapping cultures. It was not Black and White, but Greek, Syrian, Irish, Black, Armenian, Lebanese, Chinese, Jewish, Lithuanian, and so on.

The decade following World War II saw many changes, not all of them recorded here. The full employment and higher wages of wartime was a marked improvement from the Depression years, and people were able to save money - often for the first time. Coupled with the increased knowledge and sophistication of their fathers and brothers who returned from service in the Armed Forces, the pent-up ambition to "move out and buy our own home" was realized by many hundreds of families over a much shorter span of time than their predecessors had known. The building boom in the expanding suburbs made it easier for everyone to find, found, or join new communities.

This time,however, there were no immediate buyers or renters for the emptying houses, as there had been in the past. The buildings were 75 to 100 years old now, and few had been well taken care of. Those that were sold, went for very little; some remained vacant; others became total rooming houses; most deteriorated. Many of the people who had occupied the rooming houses, working-class men and women, now more prosperous, moved out for better quarters. With the disruption of their communities and, more important, the loss of their landlord/lady, there was little reason to stay. The void that was left by these departing families and tenants was filled by two different groups that, nevertheless, had much in common.

III. B. Architectural Significance and Style

Planned in 1801 but developed mainly from 1848 through the early 1870's, the South End of Boston is characterized by an unusually high degree of architectural homogeneity and coherence. The houses of this neighborhood represent the "genteel" architectural taste of the Victorian Era - occasionally flamboyant in ornamentation but otherwise conservative in plan and elevation. The South End is, today, the largest essentially intact Victorian rowhouse neighborhood in the United States.

The district is too large for a single focal point; instead, the component neighborhoods focus on "squares" and major public buildings. The "Squares" are more accurately English Parks, and represent a 19th century pattern in Boston urban planning, extending back to Bulfinch's design for the Tontine Crescent, and epitomized by Louisburg Square. The South End "squares" represent the last major neighborhood-wide use of this concept in Boston.

With the exception of Blackstone and Franklin Squares, they are surrounded by four story brick and brownstone rowhouses of uniform setback. The curved ends of the park require unique stepped configurations in the facades of the end houses. The monumentality of the architectural concept, softened by the trees and shrubs of the park, create a setting which is at once dignified and intimate.

The first square to be completed, Union Park (1857-59) was one of Boston's most prestigious addresses for a time. Though large, the houses are generally of a simple and conservative design. In addition, the Cathedral of the Holy Cross, a block to the east, gives the square a noble vista. Architecturally the most cohesive of the South End squares, Worcester Square is also significant in having had the first City Hospital buildings, designed by Gridley J. F. Bryant in 1861-64, laid out on the axis of the square. Prior to renovations, these buildings terminated the view to the east with a central dome. The Allen House, a unique brownstone mansion, is a landmark on one of the western corners.

Chester Park, built between 1850 and the mid-1860's, epitomizes the height of architectural taste in mid-nineteenth century Boston. As a group, these houses are the grandest in size and ornamentation, and display the greatest variety in stylistic influences. Originally designed with an oval park containing a large fountain in the center, this square fell victim to street-widening in the 1950's when Massachusetts Avenue was cut through.

Although completed after Union Park, Blackstone and Franklin Squares were actually the first to be conceived. In 1801, Charles Bulfinch, as chairman of the Selectmen, presented a plan for a "Columbia Square" -- four streets of houses facing a rectangular lawn split by Washington Street. Franklin and Blackstone Squares deviate only slightly from this plan.

Styled after these larger squares, Concord and Rutland Squares were developed during the 1860's. They are linear spaces, little wider than adjacent streets.The houses are typical of the neighborhood -- Italianate, bow-fronted and high basemented. Smaller and less pretentious, they represent the diminishing aspirations of the South End during that period.

Several major buildings deserve mention in this summary, as being distinctive

in both size and architectural design. Holy Cross Cathedral, designed by Patrick C. Keeley and dedicated in 1875, is a Gothic Revival structure in Roxbury puddingstone trimmed with granite. The church is over 360 feet in length, which is comparable to many major European cathedrals. The spires intended for two square towers on Washington Street were, unfortunately, never completed. The church of the Immaculate Conception, designed by the same architect in 1861, is an imposing Italian Renaissance building in granite. Keeley is generally considered to be the first Roman Catholic architect to have achieved national prominence in the United States. The adjacent red-brick structures were the original home of Boston College.

Franklin Square House is one of the two varieties of buildings facing Franklin Square. Built in brick in the Second Empire style, the symmetrical building has a characteristically French mansard roof, a rusticated basement, a prominent central pavillion, and quoins. Completed in 1868 by M.M. Ballou, the St. James Hotel, as the Franklin Square House was originally named, was prestigious enough to attract the patronage of President U.S. Grant. It later became the home of the famed New England Conservatory of Music. Visually prominent among the smaller residential buildings, it defines one entire side of Franklin Square.

Unlike most South End houses which were built on speculation the Allen House was built in 1859 for Aaron Allen, a prominent furniture dealer. The conversion of the house from a single family dwelling to a clubhouse, upon Allen's move to the Back Bay, symbolizes the social changes of that time. Unusual in the homogenous architectural fabric of the South End, the mansion commands an important postition at the entrance to Worcester Square. Designed to appear as a free-standing mansion, it is a symmetrical Italianate palazzo. The brownstone street facades are highly ornamented in motifs more usual to the furniture of the period. An 1894 brick addition occupies the original garden, and covers the original rear wall which faced the square.

The Tremont Street Methodist Church, at 740 Tremont Street, was designed in Gothic Revival Style in Roxbury puddingstone by Hammat Billings and dedicated in 1862. Also on Tremont and West Brookline Streets stand the remains of the Romanesque Revival styled Shawmut Congregational Church.

The Italianate styled People's Baptist Church was constructed of red brick in 1868. It is distinguished by having a Paul Revere Bell in its tower.

The Parker Memorial Church , now recycled into housing and retail stores, stands at the corner of Berkeley and Appleton Streets. Dedicated in 1873, the church was built of red brick and designed in the Victorian Gothic Style.

The Gothic Revival styled Concord Baptist Church, dedicated in 1869, was constructed of red brick and granite. In 1975, a fire at this church on 190 Warren Avenue resulted in the focusing of much energy, and dedication, on the part of the congregation and community for the reconstruction of the historic building.

These are but a sampling of the extensive ecclesiastical architecture in the South End. Other important buildings include the several remaining 19th c. school buildings, (Rice-Bancroft, Bates), the now recycled Cyclorama Building, substantial apartment buildings, hotels, and composed blocks in various styles, as well as commercial, municipal and mill structures such as the

Chickering Piano Factory, the Bristol Street Fire Station, and the Smith Block.

The predominant architectural styles found in the South End are briefly summarized below:

Greek Revival Style

The South End's oldest surviving houses were built in the Greek Revival Style, which introduced classical Greek architectural motifs into the Boston rowhouse tradition. This style is characterized by simple lines, severity in ornamentation and use of columns or pilasters and pediments to frame the doorways. The Greek fret and/or anthemion are often employed as decorative devices in wood, stone or iron work. Most of the South End buildings in this style have flat fronts; many have pitched (gable) roofs. Concentrated along Shawmut Avenue there are significant rows on Bradford, Dwight and Milford Streets.

Renaissance Revival Style

The Renaissance Revival Style, introduced to Boston with the construction of the Boston Athenaeum in 1849, is also referred to as the " Palazzo Mode". The style is based on urban Italian Renaissance architecture, and is characterized by symmetry, cubical massing, and the use of large scale ornaments such as modillion cornices, pedimented windows, quoins and rusticated basements.

The style appears in the South End in a wide range of characteristically brownstone buildings from large public buildings to fairly simple rowhouses where it is most easily distinguished by triangular or curved pediments stop window openings.

Second Empire Style

The second Empire style, named during the reign of Napoleon III (1852 - 1870) the French Emperor who encouraged its use, was introduced to Boston with Old City Hall in 1862. Marked by a quality of cosmopolitan urbanity, the style was used primarily for public buildings. It is characterized by a symmetrical arrangement of wings and pavillions projecting from the main facade; by a 'layer cake' effect achieved by treating each story as a horizontal band of repeating windows framed by pilasters, with each floor separated by heavy string courses, and especially by the mansard roof -- the feature most frequently adopted by South End rowhouse builders.

Mansard Italianate Style

This is by far the most common house style in the South End. It is a mixture, unique to this area, of details from the Second Empire and Italianate styles, applied to the bowfront, which is a carry-over from the Federal period.

The bow or swell front was introduced in Boston at the end of the 18th century, when it was used to contain the elliptically shaped parlors of Federal era mansions on Beacon Hill and elsewhere. It soon was applied as a front parlor bay on Beacon Hill rowhouses, where it had the advantage of increasing the narrow facade area to let in more light. By the time of the South End's development at mid-century, the bowfront had become the acceptable form for the urban rowhouse. It went out of fashion in the late 1860's being

replaced by the canted or semi-octagonal bay which predominates along some blocks of Columbus Avenue, and in the Back Bay.

However, the architectural detailing on the South End bowfront came from more current styles, primarily the Italianate or Italian Villa Style. Based on Italian country architecture, this style emphasized asymmetry and fanciful, inventive detail to create a picturesque effect. One of the primary identifying features of the style is its fondness for brackets -- heavy console brackets to support door hoods, modillion brackets supporting cornices, and brackets porticos, window sills, and balconies.

Add to this a mansard roof -- a high pitched, curved roof enclosing usable floor space, which comes from the Second Empire style -- and the result is the classic South End bowfront.

High Victorian Gothic

The High Victorian Gothic style, also called Ruskinian Gothic after the English designer and author John Ruskin, became popular in Boston after the construction of Harvard's Memorial Hall, beginning in 1870. Of the many late 19th century architectural styles, this is among the most 'Victorian', with its variety, complexity of design, and picturesque effect. It is identified by its use of materials of contrasting color, texture, and pattern in designs freely adapted from European Gothic precedents. Thus ceramic tile, terra cotta, brick, slate and various colors of stone are used -- often all on the same building -- to form pointed-arch windows, colonettes, spires and spirelets, trefoils and quatrefoils, and other Gothic motifs.

The style, though not prevalent in the South End, is found on a handful of churches and apartment buildings and was adapted in diluted form for use on some of the area's later rowhouses.

Examples of High Victorian Gothic structures are the 1872 Union Methodist Church on Columbus Avenue, constructed of Roxbury puddingstone, the Albemarle Apartments, also on Columbus Avenue aand Shawmut Avenue apartment block.

Other Styles

Other Styles appear to a more limited degree among South End buildings, particularly those built in the 1870's along the edges of the district, and individual buildings throughout the area built after its prime era of development. Among those appearing in the last-to-be-developed fringe areas are the Queen Anne and Richardson Romanesque styles. There are also isolated examples of Georgian Revival and Commercial style buildings, built in the early 20th century, mostly along major streets, as commercial, institutional or apartment structures; these structures taken together continue the same set backs, consistent cornice and rooflines, and sense of facade rhythms as their rowhouse counterparts and are an important contribution to their streetscapes.

It is important to note that the physical character of the South End -- its street plan and architecture, helped strengthen the neighborhood's social character and provided its residents with a rare, if not unique, experience in American life.

The vast majority of the people who ever lived in the South End started off at the bottom of the social and economic ladder. The neighborhood's small scale

side streets made ideal clusters for ethnic enclaves, where immigrants were able to solidify their own identities and ease the shock of social transition. Housing in the South End was adaptable to many living patterns and, constructed of durable brick and stone, withstood neglect and change much better than frame would have.

Scatterings of small parks enchanced the neighborhood feeling and the long avenues became thoroughfares, absorbing major commercial growth and providing comercial "centers" for neighborhoods. Groups came together here and learned the commonality of their problems, which re-affirmed their own self worth. As the similarity of their struggles emerged, so did their cooperation in striving to improve their lives and that of their children. The pattern of stoops and little front yards on many streets further encouraged neighborly communication and the groups learned to share, to respect the rights and dignity of others and to withhold judgement where they could not understand. Most important, they learned to see the common humanity that they shared with all their neighbors in spite of the difference in often seemingly strange culture and customs. It was an experience worth preserving.

## III C. Social Development

### History of Social Significance

The designation of the South End as an historic preservation districts includes more than recognition of its architectural significance as the largest essentially intact Victorian row house neighborhood in the nation. It must of necessity, include recognition of its social significance as one of the most racially, ethnically, and economically integrated communities of its size in the nation. It has been racially integrated for more than one hundred years, and for most of this century there have been more than forty different ethnic groups represented among its people. These two facts, of themselves, are important, but what is unique is that there has never been a major conflict or confrontation between any of the different groups that have lived here.

The South End originally was conceived for middle and upper-middle class home owners, and the cellular pattern of parks, squares, and small side streets provided an elegant and intimate residential world for those first, well-to-do-buyers. It was a series of neighborhoods with no center, no major business or commercial district that could serve as a focal point for the entire community, no one area that dominated all the others. Working-class people lived in the South End from the very beginning. White-collar workers could be found throughout the district, usually as boarders in the private homes of the more affluent residents. In the less desirable tracts, such as that north of Dover and east of Washington Streets or between Columbus Avenue and the railroad tracks, blue-collar, working-class people were among the first dwellers in the more cheaply built houses.

The first boarders were "respectable" young men and women who worked in the downtown business district. In appearance, they were hardly distinguishable from their more prosperous neighbors whose ranks they one day expected to join. The first working-class neighborhoods housed men and women who worked in those industries which eventually lined Harrison Avenue and Albany Street. These areas were on the fringe of the South End and hardly intruded on the more "genteel" communities. Between 1850 and 1870, it can be said the South End lived up to its promise. But even as its reputation as a "good place to live" was being established, the exodus of the affluent had begun.

The transition from private residence to boarding house, from 19th century middle-class to immigrant and working-class took about a generation. By 1885, the South End had become a district of boarding houses occupied, for the most part, by the young, white-collar workers who filled the houses that their employers had vacated. They were a mobile group and gradually moved out to other parts of the city, as the first waves of immigrants moved in. The South End soon developed into a district of small, ethnic enclaves that overlapped and intermingled with one another, and with no group ever large enough to dominate more than a few blocks. Many of these new arrivals bought or rented the houses that now were cheap and showing the first signs of neglect. Often the new owner/proprietor would occupy one room, or one floor if he had a family, and rent out rooms in the rest of the house. Some rented out beds. This pattern was followed by each succeeding group of immigrants to the South End. By the turn of the century, the South End had become an immigrant and rooming-house neighborhood. The staid and sober elegance of its origins had given way to the rich and vibrant mix of cultures that was to be its future. It became "port of entry" to Boston for the thousands of new-comers who crowded into its enduring houses, doubling and tripling the number of people they were intended to hold. For most, its was a way-station, a generation stop for immigrants on their way to middle-class America. For others, and there were always some, the ties of the ethnic community proved too strong to break and a truncated remnant stayed behind until the second generation came of age and left.

In the last decades of the 19th century, many German immigrants moved into the South End. They soon were followed by large numbers of Irish, French Canadians, Russian Jews and smaller groups of other nationalities. In the first decades of the 20th century, they were succeeded by new waves of future Americans. The larger communities were formed by Syrians, Lebanese, Greeks, Armenians, Italians, and Lithuanians. A small Chinese community developed from the over-flow out of Chinatown, which abutted the South End. At this time, Blacks also began moving into the South End in growing numbers, joining the small, but well-established community that had been here for more than a generation. Attracted by the proximity of the newly-constructed Back Bay Railway Station, they left their homes on the west side of Beacon Hill where their community had lived since the 18th century. They were to form a large and influential population in the South End. These were the more prominent groups in the first half of this century. The restrictions in the new laws of the 1920's choked off the flow of immigrants to the United States, and the Depression delayed the upward mobility of the newest Americans in the South End and elsewhere.

Between the demise of the South End as a middle/upper-middle class neighborhood in the 1870's and the post-war world of the 1950's, the South End was a vibrant, economically poor but culturally rich, dynamic community. Because it is an urban area and because its people worked hard to fulfill the promise of America, it was always in transition. In every instance, the latest arrivals of any ethnic group moved into their community years after the first-comers had left for middle America and the communities outside of the center city. They established their churches or synagogues as their first concerted effort, usually buying and converting a suitable edifice left vacant by a group of their predecessors. If the congregation was very small, the members would convert the main floor of a residential building to serve their need. There were always members of every group who opened grocery stores,

stocking them with the foods, spices, breads, and cooking implements peculiar to their own culture. Other opened eating places that served their native dishes. Coffee houses for the men, social clubs for families, language schools and marching bands for children were organized within each community.

Other, non-ethnic enterprises, such as drug, hardware, candy, and clothing stores were established either by people living outside of the South End or by residents who had been in the United States long enough to have acquired the necessary amount of English and expertise. As is inevitable in a working-class neighborhood, there were the pawnshop and barroom as well as the neighborhood tavern. There were, also, many non-ethnic lunchrooms and small restaurants that catered mainly to the rooming house population. Many of the newcomers had skills that every one could use, and their clientele was the result of proximity rather than ethnicity. They were the tailor and the baker, the knife-sharpener, the shoemaker, the seamstress, the carpenter, and the butcher - to name a few.

Since the South End had been designed for the well-off, the planners could not have dreamed that there would one day be a need for so many shops and stores within walking distance of the homes. The common solution was to convert the front room on the street floor for the smaller shops and eating places, with living quarters in the rear. The whole floor space was used for larger stores. The first eight feet of front brick wall was removed, a plate glass window was installed with proper lettering, a sign, and you were in business. By 1940, there was a grocery store or shop of some kind on almost every corner in the South End. Washington Street was a potpourri of stores and shops from Castle Street to Dudley Street. Columbus Avenue and Tremont Street managed to retain a few blocks with only one or two converted store-fronts. For much of Shawmut Avenue, only the corner buildings were altered. Very few of the buildings on the small, residential side streets were touched.

The pace of change in the population of the South End slowed in the 1930's because of economic conditions and in the early 1940's because of the war. By the middle of the 40's, the population was close to 60,000, and the South End was the most densely inhabited district in the City of Boston. Soon after the end of World War II, families began to move out of the South End, following the example of their predecessors and emulating city dwellers across the nation. But for the first time in the history of the South End, the movement was in one direction only. There were no groups of immigrants waiting to occupy the houses that often were left vacant and too often remained so. On one block where, in 1940, there were about 80 young people under 20 and half of those under 14, by 1951 there were less than two dozen under 20 and none under 14.

When the South End lost its first population of middle-class homes owners, it lost its reputation in Boston as a desirable place to live. Few of the subsequent home owners considered the South End to be their permanent residence and were, therefore, unwilling to invest their money in anything more than minor repairs. Many could not afford to pay for major repairs. Some, not familiar with this style of house, were unaware of what was needed and were too proud to ask and reveal their poverty. Many, if not most of the buildings, had absentee owners who disdained the South End and saw no need to maintain their property. By the middle of the century, signs of decay and disrepair could be found almost everywhere. As abandoned buildings decayed, they were razed by the City, and unsightly gaps could be found on many blocks of once-solid rowhouses. The long boulevards that had been built to connect

downtown Boston with the towns to the south became major arteries for commuters and a major problem and constant hazard for South Enders. These thoroughfares were the only part of the South End that most outsiders ever saw and, because they contained a less-than-attractive melange of stores, shops, taverns, businesses, lunch-counters, they reinforced the disreputable opinion of the South End that much of Boston held. The South End had almost reached its nadir.

The Black community that had moved to the South End from the West End joined those already there to form the most stable neighborhood in the South End. They were middle/working class families but, because of racial attitudes outside the South End, less mobile than their neighbors. By the 1950's, third generation families in the community were not unusual, although many of the young people who went on to college did not return or settle in the South End after they had graduated. If they were at a disadvantage in Boston because they were Black, they had an advantage in the South End because they were

native-born Americans. They grew up knowing what their immigrant neighbors had a hard, somewhat painful time learning: in particular how to survive in the larger society where the rules that were supposed to apply to everyone did not apply to you. In the South End, all the communities combined to form a kaleidoscope of intermingling and overlapping cultures. It was not Black and White, but Greek, Syrian, Irish, Black, Armenian, Lebanese, Chinese, Jewish, Lithuanian, and so on.

The decade following World War II saw many changes, not all of them recorded here. The full employment and higher wages of wartime was a marked improvement from the Depression years, and people were able to save money - often for the first time. Coupled with the increased knowledge and sophistication of their fathers and brothers who returned from service in the Armed Forces, the pent-up ambition to "move out and buy our own home" was realized by many hundreds of families over a much shorter span of time than their predecessors had known. The building boom in the expanding suburbs made it easier for everyone to find, found, or join new communities.

This time,however, there were no immediate buyers or renters for the emptying houses, as there had been in the past. The buildings were 75 to 100 years old now, and few had been well taken care of. Those that were sold, went for very little; some remained vacant; others became total rooming houses; most deteriorated. Many of the people who had occupied the rooming houses, working-class men and women, now more prosperous, moved out for better quarters. With the disruption of their communities and, more important, the loss of their landlord/lady, there was little reason to stay. The void that was left by these departing families and tenants was filled by two different groups that, nevertheless, had much in common.

If the South End had been a neighborhood for those on the way up the social and economic ladder, it had always found room for those on the way down. These were the men and women who had fallen through the cracks in the floorboards of our society. They left or were expelled by their families and communities and found their way to the South End. They came for two reasons: cheap housing and the closeness to downtown. There they could find day-work as busboys, floorswabbers, dishwashers, on any one of the dozens of tasks that a busy downtown requires to keep functioning and receives from the people nobody sees. There had always been a few among the rooming house population,

but in the 1950's and 1960's, their numbers increased rapidly. At the same time, the elderly population increased almost dramatically, and for similar reasons. Cheap housing and the growing number of social agencies that came in to the South End to serve the poor, especially in the 1960's. Some had grown old in the South End and stayed on after they were too old to work, because it was familiar and they could afford to live here. Most of the elderly moved in when their Social Security checks became their only source of income, and they needed to cut their expenses. Unfortunately, this shift in tenants resulted in a further decline in the standards of many rooming houses and the continued deterioration of the buildings. For the most part, but not always, it was the absentee owner who took whatever advantage there was in this turn of events.

This influx of transients and elderly slowed the decline in population, but the departure of the families and of the working tenants meant a decline in the buying power of the community. Stores and businesses along the main streets closed their doors and boarded up their windows one by one. Whole blocks of once bustling shopping areas seemed to vanish overnight. Most of the

ethnic stores and businesses departed with their communities. Some opened shops in their new neighborhood areas. Others, grown old behind a counter, worked in their new, suburban gardens, instead. Only a few hardy survivors remained behind to share, eventually, in the new prosperity of the 70's. Schools were closed for lack of students, and all but three of the buildings have disappeared. One by one, the ethnic churches followed their congregations and built new churches out in the suburbs. Even the buildings that housed them are gone, with two exceptions. Holy Trinity, on Shawmut Avenue, which was built by the German community in 1872, has continued to serve successive generations of South End Roman Catholics. St. John's, on Union Park Street, still serves its Greek Orthodox congregation that has long since moved out of the South End, but its members faithfully return each Sunday. It was built as a Congregationalist church, converted to a Jewish synagogue, and has been a Greek Orthodox church for at least fifty years. The Holy Cross Cathedral, of course, has not been considered an Irish church for many, many years. Almost every one of the industries along Albany Street and on Harrison Avenue, that had provided thousands of jobs for South End residents, folded up and moved out. Only a few have been replaced, and much of the space has been taken up by the expanding hospital complexes.

The most unwelcome changes came with the proliferation of barrooms, saloons, liquor stores, "greasy spoons", seedy cafes pawnshops, second-hand stores, "white hunters", and all the parasitic elements that so faithfully follow their clientele-victims. What had been a trickle in the early 40's became a flood in the 50's. Although there remained a sizeable, stable, and active working-class population, there were few among them who had any hope that conditions would improve. By 1960, the population was 35,000 and falling. Too many parts of the South End now merited the reputation that unfairly had tarnished the whole community for decades.

In the post-war world, city planners used the scientific approach to urban blight. Like the farmer who burns an infested crop, or the surgeon who cuts out a cancerous growth, cities eradicated decaying neighborhoods.The South End lost two neighborhoods in the early 1950's, both abutting the north side of Dover Street. The New York Streets, between Washington and Albany Streets, were demolished to make way for light industry. The Compton/Village Streets neighborhood was replaced with the Castle Square Housing Project. In contrast

to much of the rest of the South End, many of the buildings in these areas were, or had been converted into, apartment houses. Most of the families, and all of the single people rented their homes. It is probably true that many, if not most of the people who had lived here, would have moved out sooner or later. What made it difficult were the deadlines, the complete dissolution of a community, the lack of choice, and, for those who wanted to stay in the South End, the scarcity of comparable options; many tears were shed. Dover Street lost all of its buildings between Tremont Street and Shawmut Avenue - as well as its name. It is now called East Berkeley Street.

In the late 1950's, the first rumors of urban renewal were heard, and the first harbingers of the move back to the city appeared. Since "urban renewal" still meant "urban removal" to most people, fear and uncertainty moved through the communities. Since no one could remember when anyone who was middle class and not a social worker or clergyman had moved into the South End, more than one resident stopped to look at his/her neighborhood with new eyes. The result was the South End Urban Renewal Plan, a new lease on life for an old district, and an undecided future.

The 1960's were at least as turbulent in the South End as they were in much of the United States. The number of people leaving, either by choice or by decree, continued to be greater than the number moving in. By 1970, there were less than 23,000 people in the South End.

This last dramatic decline in population was due to three major factors: 1) the fear of changes that urban renewal would bring caused many people to leave; 2) the early demolition of the Urban Renewal Project, that was carried out much more rapidly than had been envisioned and much more extensively than had been planned, forced many people out of the South End; 3) the rise in real estate values led many owners to sell their houses, and the ensuing conversion from rooming house to apartment house meant many fewer tenants in each building.

The social upheaval of the period was further exacerbated by the influx of those who saw the South End as a vast laboratory for social experimenting and by many others who saw the millions of dollars being spent in a relatively small area as a tool to achieve power and/or status. As urban renewal proceeded, forces developing in American society intruded into the South End and prompted changes unforeseen by the residents or the planners. What has been emerging since the completion of the renewal project has been a surprise to almost everyone.

As real estate values continued to escalate in the South End, it became obvious that many of the residents would not be able to afford to live in their newly desirable and much more expensive homes. The result was the inclusion of large blocks of subsidized housing in the area. However, by the time the buildings were completed, the residents for whom they originally had been intended had vanished from view.

It should be noted that the late 1960's and the early 1970's also saw the first new immigrant groups to come into the South End since the Cape Verdians arrived in the late 1930's. The largest of the new communities is the Puerto Rican, and Spanish has become a familiar sound on our streets. Many other smaller groups of Hispanics have come from the Caribbean and Central America. There are Haitians, and French can be heard once again. Chinatown, too

crowded to hold any more, spilled over into the South End, and there are several thousand Chinese in the community where once they numbered in the many dozens. In addition, there are several thousand middle class residents who defy ethnic classification, yet form a definite community with its own culture. Each group contributes a different strand of its culture to the richly-colored fabric that is shared by all who live here.

By the mid-1970's, it was obvious that the South End had entered a new era much different from the one that has been described here. Today it retains much of its old form, but it has adopted a new style, and its substance is still undecided. However there is a new prosperity and a new reputation.

Through all its history, the South End formed a vital and positive part of the larger city. In its earliest years, its residents ran the businesses and industries and helped to make the decisions in the larger city. In the generations that followed, its people worked in the factories, ran its elevators, drove its cabs and trolleys, and performed many hundreds of the tasks that keep a city moving. They sent their children to school and learned along with them. Families that could, sent at least one child to college

to become whatever their desires, abilities, and hard work could achieve. However, it was not all success and upward mobility for those who grew up in the South End. Every society has its "drop-outs", and the South End was no exception. Indeed, the negative forces that living in the South End engendered would have taken an inordinately higher toll than it did were it not for the support and sustenance provided by every community to all its individuals.

There were many institutions in the South End, and they differed in the impact they had on the individual. Churches played the most significant role, for they were the centers of the families' social life as well as the individual's spiritual life. Because the South End was viewed as a poor and "slum" neighborhood by Boston's middle and upper classes, there were many social agencies and institutions whose numbers increased with the perceived need. The most important of these, by far, were the settlement houses. The first one in the City of Boston and the fifth in the nation was the South End House, founded by Robert Woods and his associates in 1904. This was followed by the Harriet Tubman House, the Ellis Memorial House, the Lincoln House, and the South End Bay Union. They were all scenes of bustling activity, and residents of all ages participated in the classes and clubs that their workers organized. They were, perhaps, the only non-ethnic institutions that succeeded in attracting members from all of the different communities, including adults as well as children. Excepting the schools, the settlement houses were the first American institutions with which the immigrants became familiar. For all the South End residents, they laid the first steps that led to integration within the larger society.

Of all the communities that have lived in the South End, it is the Black community that has proven to be the most durable and has provided the greatest continuity for the whole district. Up to the 1950's, all the immigrant communities followed a similar pattern: a stream that swelled and then dwindled and finally ceased. From beginning to end, they usually lasted about two generations, with the late-comers moving in years after the first families had left. The few dozens, or even few hundreds, who remained behind slowly dispersed or died off. This has not happened to the Black community, and it is not due only to their comparative lack of mobility. They put their roots

down in the South End. They not only established their churches and institutions, but they have maintained them through the generations. As many of their young people moved on when they reached adulthood, their numbers were replenished and increased by other Blacks who have moved into Boston from other parts of the country. Over the years, the Black community gradually spread into Roxbury, but the role of the South End community remains significant. The churches that were founded in the early years of this century still attract those members of their congregations whose families moved out many years ago. The organizations they founded have been maintained and strengthened by a constant renewal of members. For example, the National Business Organization, founded by Booker T. Washington in 1913, and the League of Women for Community Service, better known as "558" (Massachusetts Avenue), founded in 1920 by a group of women as an outgrowth of the Soldiers' Comfort Unit (1916), continue to be vital institutions with the community.

III. D. Relationship to Criteria for Landmarks Designation

The proposed South End district meets the criteria for designation as Landmark District, as established in Section 4 of Chapter 772 of Acts of 1975, as amended.

as it is largely included in the National Register of Historic places as provided in the National Historic Preservation Act of 1966;

- as its structures, sites and objects, man made or natural, represent an important aspect of the cultural history of the city, serving once as a first home for many Lebanese, Greek, Russian Jewish, German, Irish, Canadian and later immigrants and now continues as a multi-ethnic, multi-racial district where various communities continue to co-exist harmoniously;

- as the largest intact Victorian rowhouse district in the United States, the South End is architecturally and historically significant to the city, the commonwealth, the New England region, and the nation.

The proposed Harrison/Albany Street area meets the criteria for designation as a Protection Area , as established in Section 4 of Chapter 772 of the Acts of 1975, as amended

- as it is contiguous to and constitutes an essential part of the physical environment the proposed South End Landmark District.

- as its dimensions do not extend more than twelve hundred feet from a boundary of the proposed Landmark District.

- as it is visually related to the proposed Landmark District but as a whole and notwithstanding certain individually significant structures it not of sufficient architectural significance to warrent designation as a landmark district.

## IV ECONOMIC STATUS

The South End, since its original development, has been a key element in the economic life of residential Boston. The early assessed values were high for this large, city-sponsored landfill and development program that began in the 1840's These assessments reflected the city's high aspirations for the area as a prosperous middle class neighborhood through the actual cost of the considerable improvements, i.e., landfill, streets, utilities and landscaping. The large influx of immigrants into Boston altered economic potential and type of development of the South End. Building in other areas led to the long slow decline in property values which began in the 1870's. While there were periods of revival and reinvestment, the general decline continued and reached a low point in the 1930's. This level was generally stabilized and maintained during the 1940's and 1950's.

The major change in property values occurred with a dramatic rise in the mid-1960's. It continued through the 1970's and paused in the early 1980's. During this period, values often increased 40 times their value at the lowest level. The rapid turn around resulted from many factors, including the massive urban renewal program which once again improved the basic infrastructure, the low interest homeowners' loan program, and the changing social attitudes toward urban living and energy conservation. Condominium development, which intensified in the mid-1970's, led to additional increased values. (See attached chart for relative growth.)

Assessments have generally failed to keep pace with property values, but they have followed the overall pattern. The current assessments are very uneven, typical of an area with such sudden and uneven growth in property values. The program of reassessment presently in progress will lead to a major change in the overall assessment base and result in large increases for some properties. The following three streets will demonstrate this pattern by comparing the 1968 and the 1980 assessments. These are the Assessments as given the years 1968 and 1980 and have not been adjusted to constant dollars.

1. Lawrence Street (whole street)
   Number of buildings - 49

   1980

| | | |
|---|---|---|
| Highest Assessment | $ 12,000* | |
| Lowest Assessment | 3,500 | |
| Total Assessment | 345,800 | (Total Tax bill $87,453) |
| Average Assessment | 7,057 | |
| Average Tax Bill for each bldg. | 1,785 ** | |
| No. of bldgs assessed $10,000 or more | 20*** | |
| % of bldgs assessed $10,000 or more | 41% | |

   *Not including 5 bldgs assessed as condos for $14,400 to $17,300 each (Average assessment $3,396)
   **5 bldgs converted to condos average $4,122 - per bldg)
   ***Includes 5 bldgs with total of 24 condos.

1968

| | | |
|---|---|---|
| Highest Assessment | $ 10,000 | |
| Lowest Assessment | 2,700 | |
| Total Assessment | 210,000 | (Total Tax Bill $27,222) |
| Average Assessment | 4,308 | |
| Average Tax Bill | 556 | |
| No. of bldgs assessed $10,000 or more | 1 | |
| % of bldgs assessed $10,000 or more | 2% | |

2 West Canton Street (from Tremont to Carleton)
Number of buildings - 87

1980 - Tax Rate - $252.90

| | | |
|---|---|---|
| Highest Assessment | $ 24,300 | |
| Lowest Assessment | 4,000 | |
| Total Assessment | 785,900 | (Total Tax Bill $198,754) |
| Average Assessment | 9,033 | |
| Average Tax Bill | 2,284 | |
| No. of bldgs assessed $10,000 or more | 21 | |
| % of bldgs assessed $10,000 or more | 24% | |

1968 - Tax Rate - $129.20

| | | |
|---|---|---|
| Highest Assessment | $ 10,000 | |
| Lowest Assessment | 4,000 | |
| Total Assessment | 429,200 | (Total Tax Bill $55,453) |
| Average Assessment | 4,933 | |
| Average Tax Bill | 637 | |
| No. of bldgs assessed $10,000 or more | 2 | |
| % of bldgs assessed $10,000 or more | 2% | |

3. Appleton Street (Berkeley to Dartmouth)
Number of buildings - 101

1980 - Tax Rate - $252.90

| | | |
|---|---|---|
| Highest Assessment | $ 22,400 | |
| Lowest Assessment | 4,000 | |
| Total Assessment | 831,900 | (Total Tax Bill $210,039) |
| Average Assessment | 8,236 | |
| Average Tax Bill | 2,083 | |
| No. of bldgs assessed $10,000 or more | 23 | |
| % of bldgs assessed $10,000 or more | 23% | |

1968 - Tax Rate - $129.20

| | | |
|---|---|---|
| Highest Assessment | $ 13,000 | |
| Lowest Assessment | 4,000 | |
| Total Assessment | 536,700 | (Total Tax Bill $69,342) |
| Average Assessment | 5,314 | |
| Average Tax Bill | 687 | |
| No. of bldgs assessed $10,000 or more | 4 | |

% of bldgs assessed $10,000 or more 4%

4. Hanson Street (whole street) *

1980 - Tax Rate - $252.90

Number of buildings - 32

| | | |
|---|---|---|
| Highest Assessment | $ 18,000 | |
| Lowest Assessment | 5,500 | |
| Total Assessment | 283,900 | |
| Average Assessment | 8,871.88 | |
| Average Tax Bill | 2,188.48 | (Total Tax Bill $70,031.64) |

Number of bldgs assessed at $10,000 or more 7
% of buildings assessed at $10,000 or more 22%

1968 - Tax Rate - $129.20

Number of buildings - 31

| | | |
|---|---|---|
| Highest Assessment | $ 15,000 | |
| Lowest Assessment | 4,500 | |
| Total Assessment | 161,300 | |
| Average Assessment | 5,203.22 | |
| Average Tax Bill | 672.23 | (Total Tax Bill $20,839.96) |

Number of bldgs assessed at $10,000 or more - 1
% of bldgs assessed at $10,000 or more .03%

* Only counted improved lots (not just land). Also did not count tax-exempt property because prior research appeared not to have.

5. East Springfield Street (whole street)

1980

Number of buildings - 48

| | | |
|---|---|---|
| Highest Assessment | $ 16,600 | |
| Lowest Assessment | 3,000 | |
| Total Assessment | 280,000 | |
| Average Assessment | 5,833.33 | (Total Tax Bill $71,292.51) |
| Average Tax Bill | 1,485.26 | |

Number of bldgs assessed $10,000 or more - 4
% of bldgs assessed $10,000 or more - 8%

1968

Number of buildings - 43

| | | |
|---|---|---|
| Highest Assessment | $ 10,000 | |
| Lowest Assessment | 3,800 | |
| Total Assessment | 222,300 | |
| Average Assessment | 5,169.77 | |
| Average Tax Bill | 667.93 | (Total Bill Tax $28,721.16) |

Number of bldgs assessed $10,000 or more - 1
% of bldgs assessed $10,000 or more .02%

Owner occupied dwellings have increased substantially in number from the mid-1950's. The percentage of owners to population has not increased as dramatically because most buildings that are converted from lodging houses continue to include rental units. Most new construction to date has been federally assisted multi-family rental housing. The recent trend towards condominium conversion may eventually increase the percentage of owner occupants.

The South End has undergone enormous changes since its inception in the 1800's. It went from being a neighborhood of single family homes and high assessments to one of rooming houses and small apartments with declining or stable assessments. Then, the 1960's gave the South End a new beginning, ushering in a major period of economic revitalization and reassessment which is very much in evidence today.

## V. PLANNING CONTEXT

### 5.1 Background

For planning purposes, the Boston Redevelopment Authority divided the City into 19 neighborhood planning districts. The entire South End Urban Renewal Area, now two decades old, comprises one of the districts. The proposed South End Landmark District and the related Albany/Harrison Protection Area coincide with the urban renewal area, except the southerly lower Roxbury section (south of Camden Street or Northampton Street).

The South End is divided into residential, industrial and institutional areas with some overlapping commercial uses. The westerly two thirds of the neighborhood, the predominantly residential area, forms the proposed Landmark District. The easterly third of the industrial area, the proposed protection area, is given over almost entirely to industrial or institutional uses. The neighborhood also retains a number of churches. The major streets are bordered by a number of mixed use commercial and residential buildings. Vacant and underutilized buildings predominate along the blighting Washington Street Elevated (used by the MBTA Orange Line.) Major traffic arteries divide the South End in two directions with heavy rush hour concentrations of radial and crosstown traffic through the neighborhood. Because of this traffic, investment along the major streets has never matched that on the quieter side streets.

After nearly twenty years of urban renewal, the South End has a number of upgraded streets, sewers, parks and schools. Housing was built to replace some of the more blighted areas that were demolished. Large and small vacant parcels and vacant buildings remain to be developed under the terms of the urban renewal plan.

### 5.2 Current Planning Issues

Investment and interest in the South End is still accelerating. Significant developments along the edges of the neighborhood will attract additional conversions of lodging houses to apartments and condominiums. Conversion of existing buildings into condominiums has become the dominating market force in some areas. This is a dramatic transition from an area that was redlined by most banks and insurance companies no more than fifteen years ago. Property values are now high enough to support privately financed new construction in some areas.

The future of subsidized housing units in the South End is not assured. Funding levels for maintenance and repair as well as some operating costs remain inadequate. The entire neighborhood must face the equity question regarding occupancy of the units after the mortgages are paid off or foreclosed and the subsidies end.

Completion of the Southwest Corridor will increase the convenience of downtown access in those areas nearest to the Back Bay where large property value increases have already occurred. But areas along Washington Street may lose easy access to downtown unless replacement service in that corridor is planned and constructed in a timeframe consistent with the removal of the elevated structure.

Neighborhood control of issues such as licensing of bars and entertainement places,and general nuisances such as litter and antisocial behavior are still a problem in many areas. Although the completion of the Tremont Street and Columbus Avenue rebuilding is assured, there is no parallel assurance that city services will be adequate to maintain this and other newly reconstructed infrastructure in a clean and safe condition and is a matter of concern. Installation and repair of utilities and cables in the South End unless carefully executed could disrupt many recently constructed streets and sidewalks which were heavily funded through the Urban Renewal Program.

The BRA closeout of urban renewal has moved very slowly. Some of their vacant parcels and buildings in otherwise developed areas are an impediment to high quality private development. Other BRA parcels, such as those near Washington Street,cannot reasonably be developed until the elevated structure is removed.

Although lagging somewhat behind housing rehabilitation, commercial development is gradually improving the variety of shopping and services available to residents.

## 5.3 Future Planning Issues

Replacement service on Washington Street will be a strong factor influencing the quality of BRA owned and private development after the elevated is removed. Service with direct subway service to downtown will provide a strong basis for housing investment between Tremont Street and Harrison Avenue.

The industrial area, particularly the older buildings north of Waltham Street will probably develop as loft type housing for artists and others. This trend is already evident. The commercial area at Washington Street and Massachusetts Avenue will probably be the last to develop, but has the greatest potential for new commercial and office space.

There are inherent planning issues surrounding institutional development and expansion, such as the Boston City Hospital South End Technology Square Association (SETSA) and Tent City.

Funding for additional street and sewer construction will be required just to complete the projects planned for urban renewal funding. Although the South End now has better infrastructure than many other neighborhoods, the City lacks the proper tax structure to fund maintenance and future repairs.

Traffic control, particularly the undesirable crosstown flow between Back Bay and the Southeast Expressway, remains a point of contention. Rebuilding the Southeast Expressway ramps, improving the Massachusetts Turnpike frontage road system, better traffic signals, more "traffic flow restriction" devices and most important, more public transportation are all needed to contain traffic and allow residents reasonable use of their streets. Washington Street will attract excesive traffic growth after the elevated is removed unless planning begins now on improvements to Albany Street, the phasing out of Harrison Avenue as a major traffic artery, and replacement service with an exclusive transit median on Washington Street.

## 5.4 Current Zoning

The South End is zoned primarily for residential use. H-2 or H-3 allows for single-family, two family or multi-family dwellings. Two areas are zoned H-3U; the IBA housing project is located in the larger of these. There is also a small H-5U area and two very small H-2U areas. The "U" indicates an Urban Renewal parcel in which the Boston Redevelopment Authority may approve minor dimensional deviations independent of the Board of Appeal.

Several areas along Columbus Avenue, Tremont, Shawmut and Washington Street are zoned L-2 for local retail and services stores. Along these same streets are B-2 and B-4 zones for retail businesses and offices. Also included in the proposed protection area are an M-1 and M-2 zone for light manufacturing.

The residential area is predominantly in a restricted roof structure district which makes any changes to roof-tops of residential structures (other than for an open deck or a flat roof) subject to approval by the Zoning Board of Appeals.

## 5.5 Conclusion

The most significant planning issue facing the South End is that, in the future, Boston Redevelopment Authority urban renewal jurisdiction in the South End will be diminished. While private development will continue at a high rate, this development will be under normal governmental review rather than special urban renewal project review.

In preceding years there has been an urban renewal plan with several governmental agencies having review authority. Henceforth, construction in the South End will be controlled by no more than the municipal zoning, health and building codes.

On its boundary with the Back Bay, the South End faces the mixed blessing of Copley Place, a striking gateway to the South End but a possible threat to the area's mixed income nature. Near Dover Street station, commercial/industrial enterprises are showing interest in developing the vacant land and empty buildings. As the rebuilding of Tremont Street and Columbus Avenue nears an end, the underused buildings facing on them become feasible for development. The customary conflicts about use exist, in this case artists' lofts versus industry.

If the high rate of development continues as anticipated, and if the South End community is to participate in and influence this development and its appearance, a mechanism is needed. One such mechanism for community input is landmark designation.

## VI. Alternative Designation Approaches

The South End Study Area has been proposed for Boston Landmarks Commission designation as a Landmark District. This level of designation provides the greatest degree of protection and includes review of proposed physical changes, including exterior alteration or repair, demolition and new construction. The edges of the South End Study Area to the north and east that could not be included within the Landmark District are proposed for Boston Landmarks Commission designation as a Protection area. The level of protection is limited to building height, mass, land coverage, and setback so as to maintain a transitional area adjacent to the Landmark District.

Alternative designation categories, provided in the Boston Landmarks Commission legislation, that could have been proposed were Architectural Conservation District or Protection Area. An Architectural Conservation District would not provide the same level of protection as Landmark District and does not require the national or regional significance that the Landmark District requires. A Protection Area provides for controls limited to height, set back, land coverage and demolition without detailed design controls and is intended to protect areas which surround Landmarks Districts or Architectural Conservation Districts. The area protected must be essential to the character of the Landmark or Architectural Conservation District.

The Commission also has the option of not designating.

Most of the South End Study Area is already listed in the National Register of Historic Places and in the recently created State Register of Historic Places. These listings provide, where Federal or state funds are to be used, limited review and protection from inappropriate change. Various Federal income tax incentives for rehabilitation of depreciable property and grants for facade restoration have been available as a result of the National Register Status of the area. This form of designation does not provide for any design review of changes undertaken by private owners at their own expense and not seeking Federal income tax incentives. The buildings facing the Parks and Squares in the South End must have exterior alterations reviewed by the City of Boston Parks Commission for possible adverse effects on the adjacent parkland. Certain parcels in the South End are also under constraints established in 1965 under the South End Urban Renewal Plan. These constraints will expire in the year 2005 and like the original deed restrictions (regarding height and setback) are expected to have little or no enforcement.

As detailed in previous chapters, the South End Study Area is historically important as a large area of intact 19th century urban architecture and city planning, as well as port-of-entry for many ethnic groups. There is no question that the South End Study Area is of National significance. This fact, combined with the degree of protection sought by its residents, suggests designation as a Landmark District to be the appropriate category of protection. The areas to the North and East within the Study Area that have suffered extensive demolition and rebuilding, or that were never of the character of the rest of the Study Area, are proposed to comprise the Protection Area. The importance of building heights and vistas from within the Landmark Area are essential to the character of the district and justifies the Protection Area as the appropriate designation for the parts of the South End Study Area not included within the Landmark District.

VII.a Recommendations

The South End Study Committee makes the following recommendations:

1. that the major portion of the South End Study Area be designated by the Boston Landmarks Commission as a Landmark District and the remaining portion as a Protection Area under Chapter 772 of the Acts of 1975; as amended.

2. that the boundaries shown identifying the Landmark District and the Protection Area in Section I of this report be adopted without modification;

3. that the attached Standards & Criteria recommended by the Study Committee for the District and the Protection Area be accepted;

4. that the Boston Landmarks Commission establish a South End District Commission in accordance with Chapter 772 of the Acts 1975 as amended, which stipulates that there be five District Commission members: two members and two alternates from the District and three members from the Boston Landmarks Commission. The Study Committee further recommends the following provisions for the selection of members and alternates from the District:

   i) all members and alternates from the District shall have established residence and lived within the District for at least three years; at least one member and one alternate shall be owner occupants within the District, the other member and alternate may be a renter resident in the District and no member or alternate shall own more than three properties within the District;

   ii) that, to insure representation of the various areas of the South End one member (and alternate) reside in the portion of the South End Landmark District boundary which lies easterly of the mid-line running along Tremont Street and another member (and alternate) reside in the portion of the South End District boundary which lies westerly of the same mid-line.

   iii) all members and alternates from the District shall serve staggered three-year terms, as provided below:

   iv) for the initial appointment of members and alternates from the District, the South End Study Committee shall, by a majority vote, nominate one member and one alternate to serve a term of two years, and shall nominate one member and one alternate to serve a term of three years.

   v) the same procedures as described in (iv) shall be followed for the replacement of a member or alternate who is unable to complete his/her term or who no longer meets the definition of member or alternate as described in (i) or (ii).

   vi) nominations for subsequent members and alternates from the District shall be solicited by the Boston Landmarks Commission from resident, civic, neighborhood, block or tenants organizations that have been established within the South End. In the event that such nominations are not forthcoming within sixty (60) days of written solicitation by the Boston Landmarks Commission, the Boston Landmarks Commission shall make the nominations;

vii) prior to the appointment of members and alternates to the South End District Commission, the Boston Landmarks Commission may assume the powers and responsibilities of the District Commission.

## VII.b Boundaries

The proposed boundary for the South End Landmark District and Protection Area was determined after extensive consideration by the Study Committee. Although areas to the south of the Study Area deserved consideration for inclusion with the Landmark District and had resident support, the need to more or less limit the Landmark District to the original Study Area became very important. The large size of the proposed Landmark District and the 3-block separation of the Lower Roxbury area from the main South End Landmark District suggested that a separate study for that area (with a separate sub-commission and guidelines) would be easier to administer, although perhaps more difficult to set up (requiring a separate study.) The area enclosed by the boundary includes the cohesive streetscape, architecturally significant groupings of houses and historic buildings contributing to the importance of the area. For a complete description of the boundaries, see Chapter I and the map.

PROPOSED SPECIFIC STANDARDS AND CRITERIA
PROPOSED SOUTH END LANDMARK DISTRICT

I EXISTING STRUCTURES

A GENERAL

1. The intent of these standards and criteria is to preserve the physical features, architectural character and appearance of the South End, a cohesive district of 19th century Victorian red brick rowhouses with various institutional and commercial structures. The purpose of the Standards and Criteria is the preservation of this unique architectural heritage as documented in the preceding sections of the Study Report.

The dominant architectural feature of the South End Landmark District is the nineteenth century rowhouse block. Houses appear relatively uniform in size, material, and style, the individuality of the unit being subordinated to the harmony of the street. The district is punctuated with occasional buildings of extraordinary architectural form, usually institutional structures such as churches.

2. The standards and criteria are intended to guide the inevitable changes to the exteriors of buildings and physical features within the district to make those changes sensitive to the architectural character of the district and to prevent intrusions.

3 The most important feature of buildings are the facades that face the public streets and avenues and the portions of roofs that are visible from public streets and avenues.

4 All proposed changes or alterations to the elements mentioned in No. 3 above will be reviewed unless specifically exempted below; preference will be given to alterations that maintain, preserve, or restore according to the standards and criteria for elements identified below.

5. Rear walls or side walls unless directly facing a public street or avenue will not be reviewed.

B ENTRANCES

1 Steps, Stairs

The original steps, if existing, including stringer, riser, treads and any decorative element, shall be retained and repaired. If such stairs or steps have deteriorated to the degree that they have been removed or require removal, the replacement must appear like the original in massing and must not change location. Brownstone and granite may be replaced with material of similar texture and color such as concrete. Iron or wood stairs shall be replaced with the original material if possible Enlargement of the doorway under the stoop may be approved but must be reviewed

2. Railings, Balustrades and Decorative Balconies

Existing cast iron stair railings, balustrades and decorative balconies shall be retained. If they are badly deteriorated or non-existent, replacement elements must be of a size and massiveness consistent with the remaining original elements of the design or consistent with the size, massing, profile and complexity of remaining examples of iron work on nearby buildings. Simplified adaptations may be allowed if they meet the above criteria. (See separate Sections I, G, and H on fire escapes and fences.)

3. Entryways

Entryways (including decorative hoods, canopies, surrounds and mouldings) shall be retained. If entryways are missing or are badly deteriorated, replacement of elements shall approximate the original design, material, proportion, and arrangement.

4. Entry Doors and Vestibules

Original entry doors and visible elements of vestibules shall be retained and repaired. Replacement doors if required shall match the original design including proportion, number of leaves (i.e., single or double doors), placement within doorframe and general arrangement of panels Single doors replacing double doors will not be approved. Transoms, sidelights, and other features shall be retained and repaired and may not be removed or blocked down to fit smaller doors and frames.

5. Exterior Lighting (not subject to review)

It is encouraged but not required that vestibule and doorways be illuminated Lighting on the facade was not a part of 19th c. South End rowhouse design. Exterior lighting should be generally concealed (i e., recessed over doors) and should not imitate earlier 18th century styles (i.e., colonial lanterns). Simple contemporary fixtures are a suitable alternative

C. EXTERIOR WALLS

1. Masonry (brick, stone and concrete)

Walls shall be retained and repaired. Painting of masonry walls will be considered for approval only if the masonry is extremely damaged or the wall is already painted. The proposed color must approximate the original masonry in appearance. Repointing shall match existing in color, texture, joint width and profile. Sand blasting will not be approved Previously used brick (appearing mottled, grayish or whitish, etc ) will not be approved.

Brownstone may require special treatments involving replacment material and coatings; each situation will be considered individually based on condition of existing material and proposed situations. The replacement material must approximate brownstone in appearance and texture, the color may be matched by painting

Covering masonry in another material will not be approved No new openings in the wall will be allowed.

2 Wood

Retention and repair of existing walls is prefered Approval of synthetic siding may be considered, provided original trim and proportions and arrangement of trim and other elements are not altered or removed. No new openings in wooden facades will be allowed.

D. WINDOWS, WINDOW OPENINGS AND TRIM

The original window design and arrangement of window openings on the principal facade shall be retained. Changing window openings to accommodate larger or smaller sash and frame will not be approved. Restoring window openings to the original size where original elements are still visible is encouraged. New openings shall not be allowed.

1. Sash and Lights

New window sash should match the original design and should not be divided into a smaller or larger number of panes than original unless documentary evidence on the property under consideration can be supplied to show that the proposed change would be historically accurate.

2. Sills and Lintels

Window sills shall be retained and repaired. If severely deteriorated, replacements shall be of a material, arrangement, color, and proportion similar to the original in appearance. Replacement with brick will not be approved.

3. Storm Windows

Installation of storm windows may be approved. Such windows should be of a dark tone and match the window trim color; bare aluminum is not allowed.

4. Color (not subject to review)

It is encouraged but not required that trim and window sash and frames be painted a muted dark tone.

5 Shutters (not subject to review)

Shutters, if used, should be of wood louver design. Each shutter should match the height and one half the width of the window opening.

E BAYS, ORIELS AND PROTRUSIONS FROM WALL

Bays, oriels, and other similar protrusions from the exterior wall may not be removed If altered, design shall approximate the original, new synthetic covering materials will not be approved

F. ROOFS (including rooflines, cornices and dormers, skylights, greenhouses, penthouses, roof fences and decks, mechanical penthouses, solar panels and devises, and the like)

1. The original roof configuration and cornice line shall be retained Additional floors visible from the public streets and avenues shall not be allowed. Raising or lowering the existing roofline will only be allowed for the purpose of restoring the roof to its original profile. Alterations or new construction such as greenhouses, penhouses, roof decks or fences, solar panels and devices, mechanical and electrical equipment if visible from a public street or avenue may be approved only on a case-by-case basis but in general are discouraged. Approval criterion shall be:
   a) placement to minimize visibility,
   b) minimizing visible mass,
   c) non-reflective dark appearance, and
   d) conformance to State Building Code Requirement, Table 302, note 3.

2. Skylights and solar panels are allowed on roofs, except the front slope of a mansard, provided that the projection is less than one foot and at least one foot back from the visible edges of the roof and be dark and non- reflective.

3. Dormers on mansard roofs shall be retained and repaired or restored Expansion of existing dormers or adding new dormers may be approved on a case-by-case basis.

4. Wood, masonry, and metal cornice elements shall be retained, and repaired or restored.

5. If the visible portion of the roof requires replacement, slate or a non-reflective material similar in color and texture to slate would be allowed Dark asphalt shingles approximately the original slate color would be allowed.

6. Gutters, downspouts, flashing, whether new or replacement, must be of a dark, non-reflective and non-obtrusive appearance, shiny metal (other than copper) will not be approved.

G. FENCES AND YARDS

1. Fences

Original front yard fences should be maintained and repaired or restored If completely deteriorated or non-existent, replacement by a copy is preferred; an appropriate contemporary design may be acceptable Wooden, chainlink, concrete block, light gauge metal in "stock" decorative patterns will not be approved

2 Front Yards

Excavation of major portions of front yards below existing grade will not be approved except for small areaways to accommodate existing windows, ventilation, or for drainage purposes

Covering of front yards with concrete, asphalt, or similar materials will not be approved. Planting is encouraged.

Construction of storefronts or other ground level projections in the front yard will not be approved.

H. FIRE ESCAPES

New fire escapes on street facades of buildings will be permitted only when required for safety and an alternative egress route is clearly not possible. (See Section B 2 for decorative balconies.)

I. SIGNS - IN AREAS ZONED RESIDENTIAL

1. General

All signs within the district will be subject to the Boston Sign Code although more restrictive controls may be applied.

2. Temporary Signs

a. The size and location of temporary signs will be controlled so that no architectural detailing is covered or obscured.

b. Temporary signs may not be lighted.

3 Professional Signs and Directories

a. Signs that announce a service within the building, e.g., a doctor's office, are allowed.

b The design and material of the sign should reinforce the architectural character of the building.

c. Advertising or general information signs are not allowed.

4 Lighting

a No illuminated or back-lit signs are allowed.

b Signs should not be flood-lighted. Small, shielded light sources may be used if no spill-over is visible to abutting properties.

5. Billboards

a New billboards are not allowed.

6 Multiple Signs

a Signs on adjacent buildings of similar architectural appearance should be consistently designed and located.

b Signs on buildings owned and operated by a common entity should be consistently designed and located

J SIGNS - IN AREAS ZONED NON-RESIDENTIAL

1 Proposed signs should conform to the Boston Sign Code, although compliance may not ensure approval

2 Signs should be sized and placed to reinforce the architectural elements of the facade.

3 No sign will obscure any significant detail or decorative element of the existing building.

4. Neon, back-lit or electrically operated signs are not permitted; sign lighting should be shielded and indirect.

5. Free standing signs are not permitted.

6. Trade-marks will be limited to 25% of the total allowable sign area.

7. Bulletin boards and defined spaces used as bulletin boards are considered as part of window signage and shall be less than 30% of available window space. Exterior walls may not be used as display or bulletin boards

8. New billboards are not allowed.

K. DEMOLITION

Demolition of entire structures is prohibited except when in the opinion of the Commission warranted for extraordinary circumstances. Partial demolition of later additions (such as store fronts) are subject to review on a case-by-case basis.

L. COMMERCIAL FRONTS

1. General

a. Any facade changes intended to increase the amount of visibility of commercial space will be subject to review and approval by the Commission.

b. The essential character of the building as originally designed will be preserved in all changes, including retention of doorways and major architectural features.

c. Facade changes for commercial use will not be allowed above the main floor of the building.

2. Materials

a. The maximum amount of original material possible will be retained in the new facade design. The intent of the design should be an appeal to pedestrian traffic.

b. New materials should be sympathetic to those of the existing building.

3. Design

a. Proposed facade changes will be designed to compliment the design of the building.

b. Facade changes may be clearly contemporary and detailed to match the quality of the original building.

M ADDITIONS

Any change that raises the height above the general existing roof [illegible] or that substantially alters the building profile of the building will not be allowed

II NEW CONSTRUCTION

A General Statment of Intent:

1 The District contains vacant parcels of varying sizes and shapes, many of which once held rowhouses. New construction on these sites have a potential for reinforcing and enhancing the streetscape of the South End Inappropriate design could introduce the intrusive elements of incompatible bulk, material and detail.

To insure that new construction has a positive effect on the historic physical character of the Landmark District, proposals for new construction will be reviewed for compatibility with the existing architecture in such critical factors as land coverage, bulk, material, and proportion. Therefore, the focus of the standards and criteria is on the compatibility of new construction with the existing character of the South End without dictating style or taste.

2. Plans of proposed new construction shall be submitted to the South End District Subcommission for review. A building permit may not be issued prior to the issuance of a Certificate of Design Approval or of Exemption.

3. These regulations shall apply only to facades visible from a public street or avenue, existing or proposed, in accordance with Sections I.A. 3 and 5.

4 For buildings of monumental character, such as schools, churches, or other institutional uses, the Commission may waive portions of these standards and criteria which it deems to be inappropriate. The standards and criteria pertaining to height and materials shall be enforced.

Where a new non-residential building has frontage on a block of predominantly residential, rowhouse character, the Commission may require stricter adherence to these standards and criteria for that frontage alone.

5 The Landmarks Commission shall determine the required degree of conformity of the new construction to the architecture of adjacent buildings, according to the strength of the existing neighborhood design and the configuration of the parcels to be developed. The applicable definitions and intent of the two categories are as follows:

(a) Category A, defined as any vacant parcel or collection of parcels that share a party wall with an existing structure.

Within this category, stricter conformity will be required of the new construction on the narrower parcels, especially those with existing buildings adjoining two sides, corner parcels, and parcels on a block of exceptionally strong or uniform character

(b) Category B, defined as any parcel or group of parcels which is not abutted by an existing structure Within this category, less strict conformity to existing neighborhood design will be required

6. Traditional architectural designs are permitted if in nineteenth century styles which are appropriate to the Landmark District, but shall not be expressly required by these standards and criteria

7. These regulations shall not be deemed to supplant or nullify provisions of the Boston Zoning Ordinance or Sign Code, beyond the immediate scope of these provisions, nor any portion of the Massachusetts Building code.

B. Heights:

1. The maximum height of any new construction shall be seventy feet, and minimum shall be thirty feet, the latter being exclusive of ells

2. Within this limitation, the following shall apply to any new construction on parcels in Category A:

(a) The new building shall have the same height and cornice line as adjacent existing buildings having common property lines.

(b) In the event a new building has two such abutters of differing heights and cornice lines, it shall conform to one of them, or it may step to match, i.e., each at the common property line.

(c) In the event the height of the adjacent existing building is greater or smaller than the overall limitation, or is radically different from the remainder of the block, the Commission may set the height for the new building.

C. Setback:

1. The maximum setback for a new building shall be ten feet, except as follows:

(a) A new building in Category A shall have the same setback as adjacent buildings having common property lines.

(b) In the event a new building in Category A has two such abutters with differing setbacks, it shall have the same setback as one of them, or it may step to match both of them

(c) A corner building in Category A shall have the same setback as its abutters on the primary frontage. No setback is required on the secondary frontage; if one is provided, it shall be the same as the adjacent building on the secondary frontage

D. Lot Coverage:

A new building shall occupy the full width of its primary frontage, at the property or setback line

E Building Materials.

The following materials shall be required on all exterior surfaces within the scope of these regulations

1 Walls shall be of masonry construction similar in color and texture to the majority of adjacent buildings. In general, smooth-textured red brick in standard size and coursing is acceptable, a standard brick being defined as 2¼"×4"×8", nominal dimension. Other materials will be judged on their own merits and the neighborhood design context.

2 Exterior steps shall be of stone, or concrete having the appearance of stone on exposed surfaces. Lintels and sills, if expressed, shall be of similar material.

3 Cornices, if expressed, shall be of brick, wood or a combination thereof. If metal is used as a flashing or covering, it shall be of an appropriate finish or color; white or shiny metal other than copper is unacceptable.

4 Windows, storm sash and trim shall be wood or anodized aluminum in appropriate colors and finishes; white or shiny metal is unacceptable.

5 Visible roofs, such as mansards and gables, shall be of slate or of composition shingle similar in appearance to slate. Metal may be allowed if subdued in color and detail; white or shiny metal other than copper is unacceptable.

F. Design Features:

For new buildings in Category A, the following features are required; for Category B, they are recommended.

1 A new building shall match its abutters at common property lines in general conformation of roof and cornice; details may be simplified. In the event there are two abutters with differing roof forms, the new buildings shall conform to one of them, or it may match each at the common property lines.

2 Window openings shall approximate the number, size and positioning of those of its abutters. The vertical dimension of the opening should exceed the horizontal.

3 The entrance doorway shall approximate those of adjacent buildings in overall size, proportion and position.

4 For new buildings in either category, the use of elements which give the existing buildings of the district their essential character is recommended. Where used, they should approximate the proportions and materials of the existing buildings. These elements include, but are not limited to the following:

(a) Bay, bow, oriel, and dormer windows.

(b) Mansard and gable roofs.

(c) Cornices

(d) Exterior steps

(e) Decorative ironwork; railings and fences

(f) Recessed doorways

(g) Entrance canopies

(h) Chimneys

(i) [illegible] lighting

5. It is not required that new buildings on the larger parcels in Category A or B conform internally to the narrow rowhouse configuration typical of the district. It is recommended that such larger buildings avoid the appearance of monolithic apartment blocks through the use of design elements characteristic of the rowhouse blocks. Entrance doorways and steps should occur at a maximum of 45 feet on center; a more frequent spacing of 18 to 28 feet is recommended; the use of repeating bay, bow or oriel windows is especially recommended.

## III. PUBLIC AREAS

### A. General

The intent is to retain and improve those aspects of the public areas which contribute to and enhance the character of the South End. Alterations to existing street layouts or proposed new streets must be reviewed for conformance to the criteria below:

1. Sidewalk and Curbs

a. Public sidewalks should be designed and constructed to reinforce the character of the district.

b. Granite and brick are preferred materials. Existing brick sidewalks must be repaired and restored. New or repaired concrete sidewalks must be approved for color or tone, and may not be patched with asphalt.

c. Granite curbs must be retained and reused wherever possible.

d. Existing sidewalks shall not be reduced in width.

2. Street and Park Furniture

a. Trash containers and benches should be selected and located to reinforce the pattern and scale of the district.

b. Materials used should be sympathetic to the appearance of the district. Cast material and stone and simply detailed wood are the preferred materials.

c. Existing antique fences, fountains, hitching rings, slate coalshute covers and the like must be repaired or restored.

3. Utility Items

a. Public utility furnishings (telephone panels, poles, meters, street and traffic light boxes, and the like) must be placed to prevent visual or pedestrian obstruction.

b They must be painted a dark color.

c. Street lighting is limited to 19 feet on major thoroughfares and 16 feet on residential or side streets.

d Existing gas light type fixtures must be repaired or replaced with similar fixtures.

e Public transit furnishings and their locations must be reviewed

4. Overhead Wires

a. New poles for overhead wires are prohibited. If wiring systems for cable television or telephone or other services must be placed underground, the street and sidewalk form, materials, detailing, must be repaired exactly to match original.

b. Design of overhead current collection system for public transit must be reviewed.

PROPOSED STANDARDS AND CRITERIA
PROPOSED SOUTH END HARRISON/ALBANY PROTECTION AREA

General Standards

As provided in Section 4, St. 1975, C. 772, the only items subject to Design Review in a Protection Area are:

Demolition;
Land Coverage;
Height of Structures;
Landscape; and
Topography

The goals of the Protection Area are to protect views of the proposed adjacent Landmark District, to ensure that new development of major alterations adjacent to the District is architecturally compatible in massing, set back, and height and to protect light and air circulation within the District.

Specific Standards and Criteria

1. Demolition

In general, demolition of structures in the Protection Area may be allowed subject to prior approval by the Commission.

2. Land Coverage

Setbacks may not exceed ten (10) feet from the sidewalk line (not curbline) unless otherwise approved by the Commission.

3. Height of Structures

New construction, reconstruction, exterior replacement or alteration may not produce buildings taller than one hundred (100) feet nor lower than thirty (30) feet except that additions or penthouses higher than this that are not visible from the Landmark District may be allowed.

4. Topography

No major changes in topography are allowed within the Protection Area

5. Landscape

In general, landscape changes within the Projection Area must not obstruct views of the elements of the adjacent Landmark District from any public ways in the Protection Area

If surface parking adjacent to streets is proposed, then a visual barrier of landscaping is encouraged

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Avery LEGAL INDEX - EXHIBIT DIVIDERS

# BRA GENERAL DESIGN GUIDELINES

The South End of Boston is the largest essentially intact Victorian rowhouse neighborhood in America. Its predominant residential building type is the four or five story red brick rowhouse with elevated basement and mansard roof. The most prevalent style is the bow front. Angled bays and flat fronts are also found along many streets. Characteristic architectural features include decorative entrance canopies and iron-work, elaborate cornices, and granite and brownstone trim.

The extraordinary degree of architectural homogeneity and coherence within the South End results primarily from the relatively short time span during which the area was developed. The majority of the land within the South End was created by filling mudflats and marshes to either side of a narrow neck along Washington Street which connected the colonial Boston settlement on the Shawmut peninsula to the mainland. Major boulevards with long vistas were laid out parallel to Washington Street. Cross streets which often focus on small squares created a more intimate scale. The harmonious South End streetscape was ensured by city stipulation of building setback, height and materials in the deeds which conveyed individual lots along the newly laid out streets.

The physical character of the South End provides its diverse residents with a unique urban living experience. The primary urban design objective is to create housing that reinforces the physical character and social diversity of the South End. Proposals will be required to conform to existing zoning, in areas such as height, mass, and density, as well as historic preservation criteria. Proposals will also be reviewed for compatibility with existing use patterns and architecture in areas such as materials, detailing, proportion and other elements that contribute to the distinctive historic character of the South End.

1. Parcel Locations and Descriptions

   While many parcels are vacant, others contain existing structures. Rehabilitation of these structures is the preferred development approach to these parcels. Detailed design guidelines for rehabilitation of existing structures are contained in the Standards and Criteria of the South End Landmarks District.

2. South End Landmarks District

   Many of the parcels offered for development are within either the South End Landmarks District or the adjacent South End Landmarks District Protection Area.

   Development proposals for new construction and rehabilitation of existing buildings within these areas must comply with the Standards and Criteria of the Boston Landmarks Commission for the District.

   For parcels located outside the boundaries of the Landmarks District, compliance with the Standards and Criteria is nevertheless strongly encouraged.

3. Building and Site Design

The following building and site design guidelines are for all the parcels offered in Phase 1. Specific design guidelines for each parcel follow this section.

a. Height: The height of any new construction shall not exceed 70 feet, nor be less than 30 feet. Within this limitation, new buildings shall be stepped as required to match the height of adjacent existing buildings having common party walls.

b. Massing: Articulation of the building massing to suggest historic footprint placement and lot division is strongly encouraged. Setback or mansard treatment of top floor is also encouraged in those cases where surrounding buildings have such features, or to better relate new construction to existing building heights.

c. Setback: The setback for new construction shall match that of existing adjacent buildings at common property lines (or across the street in the case of corner lots). The goal is to maintain uniform streetscapes.

d. Design Features and Character: Building details, materials and scale of new construction shall recognize and recall the characteristic style of traditional South End row houses. Bays, bows, oriels, cornices, roofs, turrets, dormers, entries, stoops, sills, lintels, and other architectural elements that relate the scale of new construction to that of existing buildings are strongly encouraged. Windows especially give character to a building. The size, shape and arrangement of window openings in new construction shall be similar to those that predominate in the South End.

e. Materials: Walls shall be constructed of smooth textured red brick in a standard size (2¼" x 4" x 8") that is similar in color and texture to the majority of adjacent buildings. Lintels, sills, exterior steps and railings shall be similar in appearance to those of traditional South End row houses. Windows, doors and trim shall be dark colors. Dark anodized aluminum is not recommended. Roofs, mansards and gables shall be slate or a material similar in appearance. Metal may be considered if subdued in color and detail. White or shiny metal, other than copper, is unacceptable.

f. Street Improvements: The public sidewalk in front of each parcel shall be repaved in brick, and pedestrian scale lighting, street trees and trash receptacles provided.

g. Parking: A minimum of .7 parking spaces per dwelling unit is required.

h. Service: Service access should be discreetly located and screened from public view.

i. Environmental Guidelines: New development should be designed to minimize the creation of shadows on public open spaces.

PROPOSED SPECIFIC STANDARDS AND CRITERIA
PROPOSED SOUTH END LANDMARK DISTRICT

# I EXISTING STRUCTURES

## A. General

1. The intent of these standards and criteria is to preserve the physical features, architectural character and appearance of the South End, a cohesive district of 19th century Victorian red brick rowhouses with various institutional and commercial structures. The purpose of the standards and criteria is the preservation of this unique architectural heritage as documented in the preceding sections of the Study Report.

   The dominant architectural feature of the South End Landmarks District is the nineteenth century rowhouse block. Houses appear relatively uniform in size, material, and style, the individuality of the unit being subordinated to the harmony of the street. The district is punctuated with occasional buildings of extraordinary architectural form, usually institutional structures such as churches.

2. The standards and criteria are intended to guide the inevitable changes to the exteriors of buildings and physical features within the district to make those changes sensitive to the architectural character of the district and to prevent intrusions. Under these guidelines, no work is required unless initiated by the owner of the property. "Should" as a verb in these guidelines indicates a recommended course of action; "shall" as a verb indicates those actions which are specifically required to preserve and protect significant architectural elements.

3. The most important feature of buildings are the facades that face the public streets and avenues and the portions of roofs that are visible from public streets and avenues and are therefore the only parts subject to review.

4. All proposed changes or alterations to the elements mentioned in No. 3 above will be reviewed unless specifically exempted; preference will be given to alterations that maintain, preserve, or restore according to the standards and criteria for elements identified below.

5. Rear wall or side walls unless directly facing a public street or avenue (or the side wall at the end of a block of rowhouses) will not be reviewed.

6. When changes to a condominium or other buildings in multiple ownership are proposed, the entire building shall be considered and treated uniformly. Work on any building may, however, proceed in stages.

## B. Entrances

### 1. Steps, Stairs

The original steps, if existing, including stringer, riser, treads and any decorative element, shall be retained and repaired. If such stairs or steps have deteriorated to the degree that they have been removed or require removal, the replacement must appear like the original in massing and must not change location. Brownstone and granite may be replaced with material of similar texture and color such as concrete. Iron or wood stairs shall be replaced with the original material if possible. Englargement of the doorway under the stoop may be approved but must be reviewed.

2. Railings, Balustrades and Decorative Balconies

Existing cast iron stair railings, balustrades and decorative balconies shall be retained. If they are badly deteriorated or non-existent, replacement elements must be of a size and massiveness consistent with the remaining original elements of the design or consistent with the size, massing, profile and complexity of remaining examples of iron work on nearby buildings. Simplified adaptations may be allowed if they meet the above criteria. (See separate Sections I, G, and H on fire escapes and fences.)

3. Entryways

Entryways (including decorative hoods, canopies, surrounds and mouldings) shall be retained. If entryways are missing or are badly deteriorated, replacement of elements shall approximate the original design, material, proportion, and arrangement.

4. Entry Doors and Vestibules

a. Original entry doors and visible elements of vestibules shall be retained and repaired. Replacement doors, if required, shall match the original in material and in design, including proportion, number of leaves (i.e., single or double doors), placement within doorframe and general arrangement of panels. Single doors replacing double doors will not be approved.
b. Transoms, sidelights, and other features shall be retained and repaired and may not be removed or blocked down to fit smaller doors and frames.
c. Gates or grilles outside or in place of main doors may be allowed and will be reviewed on a case-by-case basis.

C. EXTERIOR WALLS

1. Masonry (brick, stone and concrete)

a. Existing walls shall be retained and repaired. Painting of masonry walls will be considered for approval only if the masonry is extremely damaged or the wall is already painted. The proposed color must approximate the original masonry in appearance. Repointing shall match the original mortar in color, texture, joint width and profile. Sand blasting (wet or dry) will not be approved on any masonry or wood surface. Previously used brick (appearing mottled, grayish or whitish, etc.) will not be approved for additional masonry work.

b. Brownstone may require special treatments involving replacement materials and coatings; each situation will be considered individually based on condition of existing material and proposed situations. The replacement material must aproximate brownstone in appearance and texture; the color may be matched by painting or staining.

c. Covering masonry in another material will not be approved.

d. No new openings in the wall will be allowed.

e. Original brick chimneys (and chimney caps and pots) should be retained.

2. Wood

Retention and repair of existing walls is preferred. Approval of synthetic siding may be considered provided the original trim and proportions and the arrangement of trim and other elements are not altered or removed. The design and proportion of the synthetic siding should faithfully duplicate the original material, and no grained-surface or vertical siding will be allowed. No new openings in wooden facades will be allowed.

D. WINDOWS, WINDOW OPENINGS AND TRIM

The original window design and arrangement of window openings on the principal facade shall be retained. Changing window openings to accommodate larger or smaller sash and frame will not be approved. Restoring window openings to the original size where original elements are still visible is encouraged. New openings shall not be allowed.

1. Sash and Lights

a. New window sash should match the original design and should not be divided into a smaller or larger number of panes than original unless documentary evidence of the property under consideration can be supplied to show that the proposed change would be historically accurate.
b. The retention of original or historic material, such as curved sash, is encouraged. The installation of storm sash (interior or exterior) is preferred to the removal of original sash.
c. Non-wooden replacement sash may be approved; sandwiched muntins shall not be allowed. Application of panning over original wooden trim is not encouraged. Use of applied wood muntins on thermopane sash is discouraged; however, consideration will be given if such muntins are of an appropriate profile (relative to the construction date and building type) and applied with weatherproof adhesive on both sides of the glass.
d. The removal of window sash and the installation of permanently fixed panels to accommodate air conditioners is not allowed. (See Exemption #5 in Section N).

2. Sills and Lintels

Window sills and lintels shall be retained and repaired. If severely deteriorated, replacements shall be of a material, arrangement, color, and proportion similar to the original in appearance. Replacement sills in brick will not be approved. Decorative lintel details such as applied or incised designs should be retained.

3. Window Grilles and Iron Balconies

Ornamental or highly decorative grilles and balconies may be allowed and will be reviewed on a case-by-case basis. (See Exemption #10 in Section N).

E. BAYS, ORIELS AND PROTRUSIONS FROM WALL

Bays, oriels, and other similar protrusions from the exterior wall may not be removed. If altered, the design shall approximate the original; new synthetic covering materials will not be approved.

F. ROOFS (including rooflines, cornices and dormers, skylights, greenhouses, penthouses, roof fences and decks, mechanical penthouses, solar panels, and devices, and the like)

1. The original roof configuration and cornice line shall be retained. Additional floors visible from the public streets and avenues may be permissible in special circumstances provided the addition does not interrupt a contiguous row of even cornice lines. Raising or lowering the existing roofline will only be allowed for the purpose of restoring the roof to its original profile. Alterations or new construction such as greenhouses, penthouses, roof decks or fences, solar panels and devices, mechanical and electrical equipment if visible from a public street or avenue may be approved only on a case-by-case basis but in general are discouraged.

Approval criteria shall be:

   a. placement to minimize visibility,
   b. minimizing visible mass,
   c. non-reflective dark appearance, and
   d. conformance to State Building code Requirement, table 302, note 3.

2. Skylights are allowed on roofs, except the front slope of a mansard, provided that the projection is less than one foot above the roof and at least one foot back from the visible edges of the roof; Framing of the skylights should also be dark and non-reflective.

3. Dormers on mansard roofs shall be retained and repaired or restored. Expansion of existing dormers or adding new dormers may be approved on a case-by-case basis provided designs are based on historic models.

4. Wood, masonry, and metal cornice elements shall be retained and repaired or restored.

5. If the visible portion of the roof requires replacement, slate or a non-reflective material similar in color and texture to slate would be allowed. Dark asphalt shingles approximately the original slate color will be allowed.

6. Gutters, downspouts, flashing, whether new or replacement, must be of a dark, non-reflective material and non-obtrusive in appearance; unfinished metal (other than copper) will not be approved.

G. FENCES AND YARDS

1. Fences

Original front yard fences shall be maintained and repaired or restored. If completely deteriorated or non-existent, replacement by a copy is preferred; an appropriate contemporary design may be acceptable. Chainlink, concrete block, light gauge metal, and wooden picket or lattice fences are inappropriate for front yards.

2. Front Yards

   a. Excavation of front yards below existing grade of front yard will not be approved except for small areaways to accommodate existing windows, ventilation, or for drainage purposes.
   b. Covering of front yards with concrete, asphalt, or similar materials will not be approved. Planting is encouraged.
   c. Construction of storefronts or other ground level projections in the front yard will not be approved.
   d. Excavation for auxiliary entrances may be allowed provided they are based on historic models. They will be reviewed on a case-by-case basis.

H. FIRE ESCAPES

New fire escapes on street facades of buildings will be permitted only when required for safety and an alternative egress route is clearly not possible. Fixed diagonal stairways are discouraged. (See Section B.2 for decorative balconies.)

I. SIGNS - IN AREAS ZONED RESIDENTIAL

1. General

All signs within the district will be subject to the Boston Sign code although more restrictive controls may be applied.

2. Professional Signs and Directories

a. Signs that announce a service within the building, e.g., a doctor's office, are allowed provided the design and material of the sign reinforce the architectural character of the building.

b. Advertising or general information signs are not allowed.

4. Lighting

a. No back-lit signs are allowed.

b. Signs should not be flood-lighted. Small, shielded light sources may be used if no spill-over is visible to abutting properites.

5. Billboards

a. Billboards are not allowed.

6. Multiple Signs

a. Signs on adjacent buildings of similar architectural appearance should be consistently designed and located.

b. Signs on buildings owned and operated by a common entity should be consistently designed and located.

c. Multiple signs on buildings designed for residential use are discouraged.

J. SIGNS - IN AREAS ZONED NON-RESIDENTIAL

1. Proposed signs should conform to the Boston Sign Code, although compliance may not ensure approval.

2. Signs should be sized and placed to reinforce the architectural elements of the facade.

3. No sign will obscure any significant detail or decorative element of the existing building.

4. Electrically-operated signs are not permitted; sign lighting should be shielded and indirect. Back-lit signs with opaque backgrounds and illuminated letters may be considered. Neon signs may be approved when installed inside storefront windows.

5. Free-standing signs are discouraged and will be approved only on a case-by-case basis.

6. Trade-marks will be limited to approximately 25% of the total allowable sign area.

8. New billboards are not allowed.

9. Fixed or retractable awnings or canopies may be used as signs for commerical uses provided no significant architectural detail is obscured or damaged by the installation. The design and material of the awning or canopy must be integral to the commercial front and/or the design of the building.

K. DEMOLITION

Demolition of entire structures is prohibited except when in the opinion of the commission warranted for extraordinary circumstances. Partial demolition of later additions (such as storefronts) is subject to review on a case-by-case basis.

L. COMMERCIAL FRONTS

1. General

a. Any facade changes intended to increase the amount of visibility of commercial space will be subject to review and approval by the Commission.

b. The essential character of the building as originally designed will be preserved in all changes, including retention of doorways and major architectural features.

c. Facade changes for commercial use will not be allowed above the main floor of the building.

2. Materials

a. The maximum amount of original material possible will be retained in the new facade design. The intent of the design should be an appeal to pedestrian traffic.

b. New materials should be sympathetic to those of the existing building.

3. Design

a. Proposed facade changes will be designed to compliment the design of the building.

b. Facade changes may be clearly contemporary and detailed to match the quality of the original building.

M. ADDITIONS

Architectural changes that increase the height above existing contextual rooflines, or that substantially alter the profile of the building, will not be allowed unless they are based on documented historical models. Alterations to atypical buildings may be allowed on a case-by-case basis.

N. EXEMPTIONS FROM REVIEW

These items are not subject to the review and approval of the District Commission; the following comments are, however, recommended. Landmarks Commission staff can provide additional information to interested individuals who request it.

1. Color: It is encouraged but not required that trim and window sash and frames be painted in muted dark tones on Victorian-era structures. Lighter tones are appropriate for the few pre-Victorian and Classical Revival buildings.

2. Shutters: When used, shutters should be of a wood louver design. Each shutter should match the height and one half the width of the window opening. It is recommended that the shutters be installed on shutter hardware and be operable or made to appear operable. Shutters should also be black or dark in color.

3. Intercom/ Buzzer Devices: Buzzers and intercom boxes should be inside the vestibule and not mounted onto the brick face of the building. Individualized buzzers are more appropriate than metal panels.

4. Temporary Signs: Such signs should be installed so that their removal will not scar the face of a building or a fence. Temporary signs should also not obscure significant architectural details.

5. Air Conditioners: Portable, seasonal window air conditioners are exempt from review.

6. Exterior Lighting: It is encouraged but not required that vestibules and doorways be illuminated. Lighting on the facade was not a part of 19th century South End rowhouse design. Exterior lighting should be generally concealed (e.g., recessed over doors) and should not imitate earlier 18th century styles (i.e., colonial lanterns). Simple contemporary fixtures are a suitable alternative.

7. Door Hardware: Existing original door hardware should be retained wherever possible. New replacement hardware should replicate the original or be of a simple contemporary design.

8. Storm Windows
Installation of storm windows is allowed. The color of storm windows should closely match the trim to which they are affixed. Storm windows should have a narrow frame that does not protrude beyond the facade plane of the building. Storm sash should closely align with the window sash, particularly the meeting rail. Natural aluminum is not allowed.

9. Awnings
Fixed or retractable awnings are allowed at window openings provided they fit accurately within the masonry opening and are of a material and design appropriate to the building. Canvas or canvas-looking material is encouraged. Metal or vinyl awnings are not allowed.

10. Grates: Window and secondary door grates are allowed provided the ironwork is mounted within the masonry reveal of the window or door opening. The design should be consistent with that of the building. Re-use of period grilles and designs is encouraged.

11. Bulletin Boards and Display Boxes: Permanently affixed bulletin boards and display boxes are allowed and if installed may be included in the calculation of allowed signage. Exterior walls may not be used as display or bulletin boards.

12. Security Systems: Devices integral to security systems, such as alarm boxes or sirens, should be concealed from view and colored to blend or camouflage with their surroundings.

## II. NEW CONSTRUCTION

### A. General Statment of Intent:

1. The District contains vacant parcels of varying sizes and shapes, many of which once held rowhouses. New construction on these sites have a potential for reinforcing and enhancing the streetscape of the South End. Inappropriate design could introduce the intrusive elements of incompatible bulk, material and detail.

   To insure that new construction has a positive effect on the historic physical character of the Landmark District, proposals for new construction will be reviewed for compatibility with the existing architecture in such critical factors as land coverage, bulk, material, and proportion. Therefore, the focus of the standards and criteria is on the compatibility of new construction with the existing character of the South End without dictating style or taste.

2. Plans of proposed new construction shall be submitted to the South End District Subcommission for review. A building permit may not be issued prior to the issuance of a Certificate of Design Approval or of Exemption.

3. These regulations shall apply only to facades visible from a public street or avenue, existing or proposed, in accordance with Sections I.A. 3 and 5.

4. For buildings of monumental character, such as schools, churches, or other institutional uses, the Commission may waive portions of these standards and criteria which it deems to be inappropriate. The standards and criteria pertaining to height and materials shall be enforced.

   Where a new non-residential building has frontage on a block of predominantly residential, rowhouse character, the Commission may require stricter adherence to these standards and criteria for that frontage alone.

5. The Landmarks Commission shall determine the required degree of conformity of the new construction to the architecture of adjacent buildings, according to the strength of the existing neighborhood design and the configuration of the parcels to be developed. The applicable definitions and intent of the two categories are as follows:

   (a) Category A, defined as any vacant parcel or collection of parcels that share a party wall with an existing structure.

   Within this category, stricter conformity will be required of the new construction on the narrower parcels, especially those with existing buildings adjoining two sides, corner parcels, and parcels on a block of exceptionally strong or uniform character.

   (b) Category B, defined as any parcel or group of parcels which is not abutted by an existing structure. Within this category, less strict conformity to existing neighborhood design will be required.

6. Traditional architectural designs are permitted if in nineteenth century styles which are appropriate to the Landmark District, but shall not be expressly required by these standards and criteria.

7. These regulations shall not be deemed to supplant or nullify provisions of the Boston Zoning Ordinance or Sign Code, beyond the immediate scope of these provisions, nor any portion of the Massachusetts Building code.

B. Heights:

1. The maximum height of any new construction shall be seventy feet, and minimum shall be thirty feet, the latter being exclusive of ells.

2. Within this limitation, the following shall apply to any new construction on parcels in Category A:

   (a) The new building shall have the same height and cornice line as adjacent existing buildings having common property lines.

   (b) In the event a new building has two such abutters of differing heights and cornice lines, it shall conform to one of them, or it may step to match, i.e., each at the common property line.

   (c) In the event the height of the adjacent existing building is greater or smaller than the overall limitation, or is radically different from the remainder of the block, the Commission may set the height for the new building.

C. Setback:

1. The maximum setback for a new building shall be ten feet, except as follows:

   (a) A new building in Category A shall have the same setback as adjacent buildings having common property lines.

   (b) In the event a new building in Category A has two such abuttors with differing setbacks, it shall have the same setback as one of them, or it may step to match both of them.

   (c) A corner building in Category A shall have the same setback as its abutters on the primary frontage. No setback is required on the secondary frontage; if one is provided, it shall be the same as the adjacent building on the secondary frontage.

D. Lot Coverage:

A new building shall occupy the full width of its primary frontage, at the property or setback line.

E. Building Materials:

The following materials shall be required on all exterior surfaces within the scope of these regulations:

1. Walls shall be of masonry construction similar in color and texture to the majority of adjacent buildings. In general, smooth-textured red brick in standard size and coursing is acceptable; a standard brick being defined as 2¼"x4"x8", nominal dimension. Other materials will be judged on their own merits and the neighborhood design context.

2. Exterior steps shall be of stone, or concrete having the appearance of stone on exposed surfaces. Lintels and sills, if expressed, shall be of similar material.

3. Cornices, if expressed, shall be of brick, wood or a combination thereof. If metal is used as a flashing or covering, it shall be of an appropriate finish or color; white or shiny metal other than copper is unacceptable.

4. Windows, storm sash and trim shall be wood or anodized aluminum in appropriate colors and finishes; white or shiny metal is unacceptable.

5. Visible roofs, such as mansards and gables, shall be of slate or of composition shingle similar in appearance to slate. Metal may be allowed if subdued in color and detail; white or shiny metal other than copper is unacceptable.

F. Design Features:

For new buildings in Category A, the following features are required; for Category B, they are recommended.

1. A new building shall match its abutters at common property lines in general conformation of roof and cornice; details may be simplified. In the event there are two abutters with differing roof forms, the new buildings shall conform to one of them, or it may match each at the common property lines.

2. Window openings shall approximate the number, size and positioning of those of its abutters. The vertical dimension of the opening should exceed the horizontal.

3. The entrance doorway shall approximate those of adjacent buildings in overall size, proportion and position.

4. For new buildings in either category, the use of elements which give the existing buildings of the district their essential character is recommended. Where used, they should approximate the proportions and materials of the existing buildings. These elements include, but are not limited to the following:

    (a) Bay, bow, oriel, and dormer windows.

    (b) Mansard and gable roofs.

    (c) Cornices.

    (d) Exterior steps.

(e) Decorative ironwork; railings and fences.

(f) Recessed doorways.

(g) Entrance canopies.

(h) Chimneys.

(i) Exterior lighting.

5. It is not required that new buildings on the larger parcels in Category A or B conform internally to the narrow rowhouse configuration typical of the district. It is recommended that such larger buildings avoid the appearance of monolithic apartment blocks through the use of design elements characteristic of the rowhouse blocks. Entrance doorways and steps should occur at a maximum of 45 feet on center; a more frequent spacing of 18 to 28 feet is recommended; the use of repeating bay, bow or oriel windows is especially recommended.

## III. PUBLIC AREAS

### A. General

The intent is to retain and improve those aspects of the public areas which contribute to and enhance the character of the South End. Alterations to existing street layouts or proposed new streets must be reviewed for conformance to the criteria below:

#### 1. Sidewalks and Curbs

a. Public sidewalks should be designed and constructed to reinforce the character of the district.

b. Granite and brick are preferred materials, but concrete walking surface may be allowed after review. Existing brick sidewalks must be repaired and restored. New or repaired concrete sidewalks must be approved for color or tone, and may not be patched with asphalt.

c. Granite curbs must be retained and reused whereever possible.

d. Existing sidewalks shall not be reduced in width.

e. Permanent use of Jersey barriers is not allowed.

#### 2. Street and Park Furniture

a. Miscellaneous public hardware and furniture such as news vending machines, trash receptacles, cluster mail boxes, benches and the like should be of a dark color and located, when possible, in areas other than residential streets and should be selected and located to reinforce the pattern of the district.

b. Materials used should be sympathetic to the appearance of the district. Cast materials and stone and simply detailed wood are the preferred materials.

c. Existing antique fences, fountains, hitching rings, slate coalshute covers and the like must be repaired and restored.

#### 3. Utility Items

a. Public utility furnishings (telephone panels and booths, poles, meters, street and traffic lights and boxes and the like) must be placed to prevent visual or pedestrian obstruction.

b. They must be painted a dark color.

c. Street lighting is limited to 19 feet high on major thoroughfares and 16 high feet on residential or side streets.

d. Existing gas light type fixtures must be repaired or replaced with similar fixtures.

e. Public transit furnishings and their locations must be reviewed.

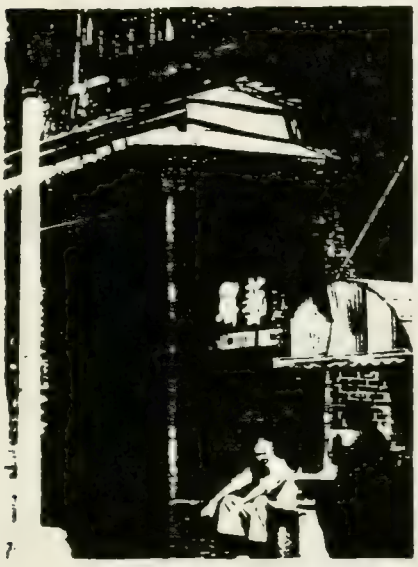
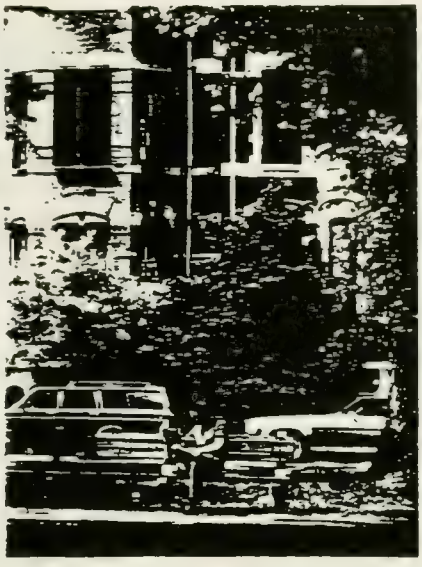
4. Overhead Wires and the Like

a. New poles for overhead wires are prohibited. When wiring systems for cable television or telephone or other services must be placed underground, the street and sidewalk form, materials, detailing, must be repaired exactly to match the original conditions. Placement of boxes and receptacles associated with cable television must be reviewed.

b. Design of overhead current collection system for public transit must be reviewed.

Aigner LEGAL INDEX · EXHIBIT DIVIDERS

# WASHINGTON STREET CORRIDOR NEIGHBORHOOD IMPACT ANALYSIS





DRAFT

MAY 1987


**City of Boston**
**Raymond L. Flynn, Mayor**

Transportation Department
Public Facilities
Mayor's Office of Neighborhood Services
Boston Redevelopment Authority

# WASHINGTON STREET CORRIDOR NEIGHBORHOOD IMPACT ANALYSIS

## EXECUTIVE SUMMARY

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The State will soon undertake five actions that will affect transportation and neighborhoods in the southwestern part of the City: (1) relocate the Orange Line to the Southwest Corridor, (2) demolish the existing elevated Orange Line structure, (3) provide interim bus service along Washington Street from Dudley Square to Essex Street, (4) reconstruct Washington Street from Forest Hills to Chinatown, and (5) provide permanent replacement service on Washington Street from Dudley Square to downtown.

All five projects will have major impacts on the Washington Street corridor, from Chinatown to Forest Hills. Although these are state projects, the City is taking steps to protect the interests of the affected neighborhoods and to ensure that local government retains an appropriate role in planning the future of this corridor.

City actions will minimize the negative impacts of the proposed projects and take advantage of the opportunities they create. In both cases the City's activities in this corridor have been guided by the goals of the Flynn Administration, namely increased economic opportunity, affordable housing, sharing the wealth of the downtown economy with the neighborhoods, and community involvement in local decision-making.

Recommended city and state actions along this corridor fall into five general areas: (1) **demolition management, (2) Washington Street reconstruction, (3) parking, (4) housing, and (5) economic** development. Major recommendations include the following:

- Minimize disruption during Orange Line demolition and Washington Street reconstruction.
- Construct off-street parking facilities at commercial districts and MBTA stations.
- Minimize speculation and residential displacement by implementing zoning restrictions and establishing affordable housing programs.
- Minimize commercial displacement by providing financial and technical assistance to small businesses to help them remain viable and stay competitive in a changing market.

The Washington Street Corridor Neighborhood Impact Analysis, summarized below, outlines in detail the impacts of these state actions, policy issues along the Washington Street corridor, and neighborhood impacts. Finally, it presents a recommended Washington Street Corridor Action Plan, which outlines possible city and state actions to address corridor-wide and neighborhood-specific concerns.

Highlights of the issues addressed in the report are outlined below.

Demolition management

Demolition of the elevated Orange Line structure, scheduled to begin in Summer 1987, will take about a year. The City and State have consulted residents and business owners in preparing a timetable, management plan, and performance specifications for the demolition contract. The City and the MBTA will formalize the contract specifications in a construction management plan.

Washington Street Reconstruction

After the Orange Line demolition, the State will reconstruct Washington Street from Forest Hills to Chinatown in two phases. The MBTA has agreed to fund road work between Dudley Square and Forest Hills, while replacement service funding will cover the work between Dudley Square and Chinatown regardless of the option chosen.

Parking

Providing adequate parking along Washington Street, especially in the commercial districts and at MBTA stations, will play an essential role both in revitalizing the corridor and in mitigating the short-range impacts of construction. The City is working to ensure adequate parking for three groups: (1) residents of the neighborhoods in the Washington Street corridor, (2) shoppers and other short-term patrons of the commercial districts along Washington Street, and (3) commuters, typically long-term parkers who will drive to the relocated Orange Line and, possibly, to Washington Street replacement service.

Housing

The City is taking steps to ensure that a significant portion of the housing in the area remains affordable both to long-term residents and to low- and moderate-income households. The City's efforts to accomplish this goal include incorporating affordability requirements on new developments in the area through programs like the South End Neighborhood Housing Initiative (SENHI), targeting state housing subsidies for this corridor, and developing new zoning controls.

Economic development

Over time, a revitalized Washington Street corridor will enhance economic development opportunities. But short-term disruption may threaten the survival of a number of existing business enterprises while indirect economic displacement may become a problem in the future. The MBTA is working out the final details on a small-business loan program to enable merchants affected by transit construction projects to make capital improvements. Public agencies should also provide parking areas in commercial centers and target loans and technical assistance to Washington Street businesses.

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WASHINGTON STREET CORRIDOR NEIGHBORHOOD IMPACT ANALYSIS

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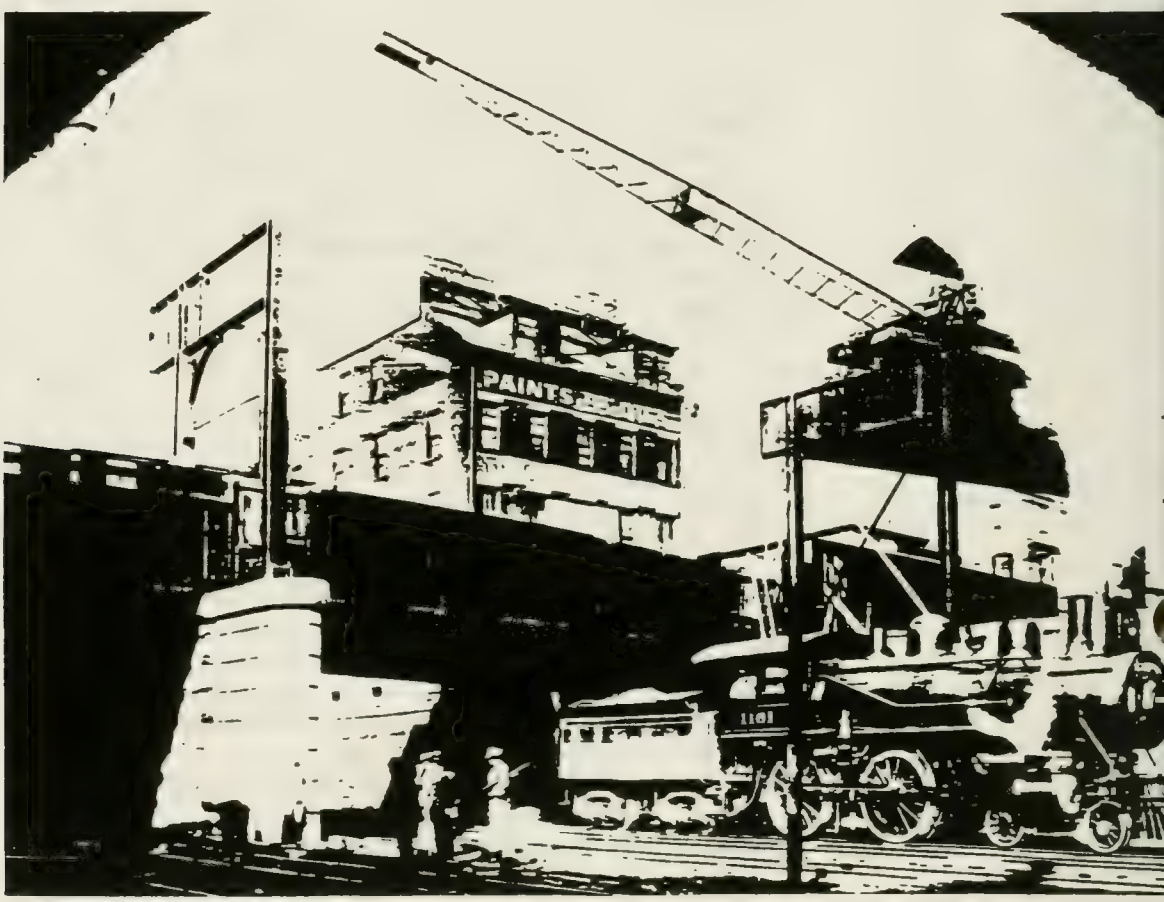
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# INTRODUCTION




The opening of the Washington Street Tunnel was little more than a year away when this shot was taken on October 30, 1907. The extension of the elevated acro
Albany and New Haven tracks is shown here. The columns being installed remain in service today. *Collection of*

# WASHINGTON STREET CORRIDOR NEIGHBORHOOD IMPACT ANALYSIS

## 1.0 Introduction

The State will soon undertake five actions that will affect transportation and neighborhoods in the southwestern part of the City: (1) relocate the Orange Line to the Southwest Corridor, (2) demolish the existing elevated Orange Line structure, (3) provide interim bus service along Washington Street from Dudley Square to Essex Street, (4) reconstruct Washington Street from Forest Hills to Chinatown, and (5) provide permanent replacement service on Washington Street from Dudley Square to downtown.

Most of the media attention to date has focused on the Southwest Corridor. But all five projects will have major impacts on the Washington Street corridor as well, from Chinatown to Forest Hills. Although these are state projects, the City is taking steps to protect the interests of the affected neighborhoods and to ensure that government retains an appropriate role in planning the future of this corridor.

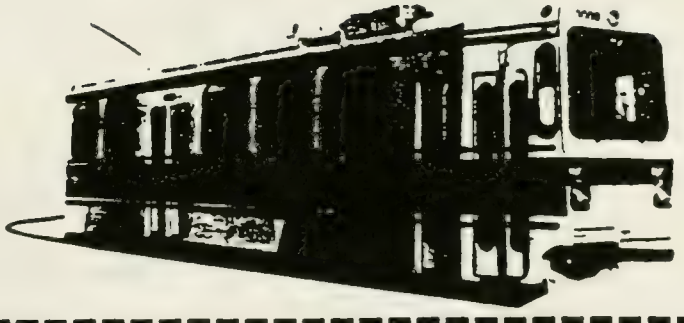
These projects can bring great benefits to the Washington Street corridor--new housing, revitalized neighborhood business districts, increased local employment opportunities, and improved transportation access. But neighborhood residents have legitimate concerns about the projects, too, especially in the short run. Tenants fear displacement from speculation and rising rents, businesses will face years of construction disruption, parking is in short supply, and transit options are not yet clearly defined.

The City is confronting these concerns in two ways--by minimizing the negative impacts of the proposed projects and by taking advantage of the opportunities they create. In both cases the City's actions in this corridor have been guided by the goals of the Flynn Administration, namely increased economic opportunity, affordable housing, sharing the wealth of the downtown economy with the neighborhoods, and community involvement in neighborhood decision-making.

For the last three years, the Flynn Administration has taken a number of actions in this corridor in anticipation of the Orange Line relocation. A neighborhood survey helped identify issues associated with different options for replacement

services along Washington Street. The South End Neighborhood Housing Initiative (SENHI) has made city-owned parcels available for affordable housing development to stabilize the area and minimize displacement. In addition, proposed zoning changes will help preserve the existing supply of family housing in the South End neighborhood. Similarly, new zoning changes will help manage the future development of Chinatown and Roxbury for the benefit of their residents; a comparable rezoning effort is under way in Jamaica Plain. These efforts are intended, in part, to minimize speculation and to give local residents a major role in deciding the future direction of their neighborhoods. The City's Resident Parking Program will preserve on-street parking spaces for those who live near the new Orange Line stations. And the City is currently identifying parcels for off-street parking in neighborhood commercial districts.

The Washington Street Corridor Neighborhood Impact Analysis highlights the actions that the City has taken to minimize the potential negative impacts of these state transportation projects. This briefing paper outlines in detail the impacts of these state actions, policy issues along the Washington Street corridor, and neighborhood impacts. In addition, it identifies appropriate city and state actions to address these concerns.



STATE TRANSPORTATION PROJECTS

## 2.0 STATE TRANSPORTATION PROJECTS

### 2.1 Background

In 1972 Governor Francis Sargent halted construction of the proposed Southwest Expressway and decided to relocate the Orange Line in the corridor already cleared for the road. As planning began for the new Southwest Corridor, the State made the commitment to provide replacement service along Washington Street from Dudley Square through the South End and Chinatown.

The Orange Line will continue to terminate at Forest Hills, but the line will shift slightly to the northwest and rejoin the existing Orange Line alignment at Essex Station (to be renamed Chinatown). New stations have been constructed at Forest Hills, Green Street, Stony Brook, Jackson Square, Roxbury Crossing, Ruggles Street, Massachusetts Avenue, Back Bay, and New England Medical Center/South Cove (see map). Service will begin in May 1987.

Relocating the Orange Line to the Southwest Corridor raised a series of questions about economic development and bus service throughout the corridor. The MBTA developed an extensive public participation process in order to create community consensus on questions of housing and economic development along the corridor. In addition, the MBTA examined bus routes throughout the Southwest Corridor and recommended service changes both to better meet the needs of the passengers and to serve the new Orange Line.

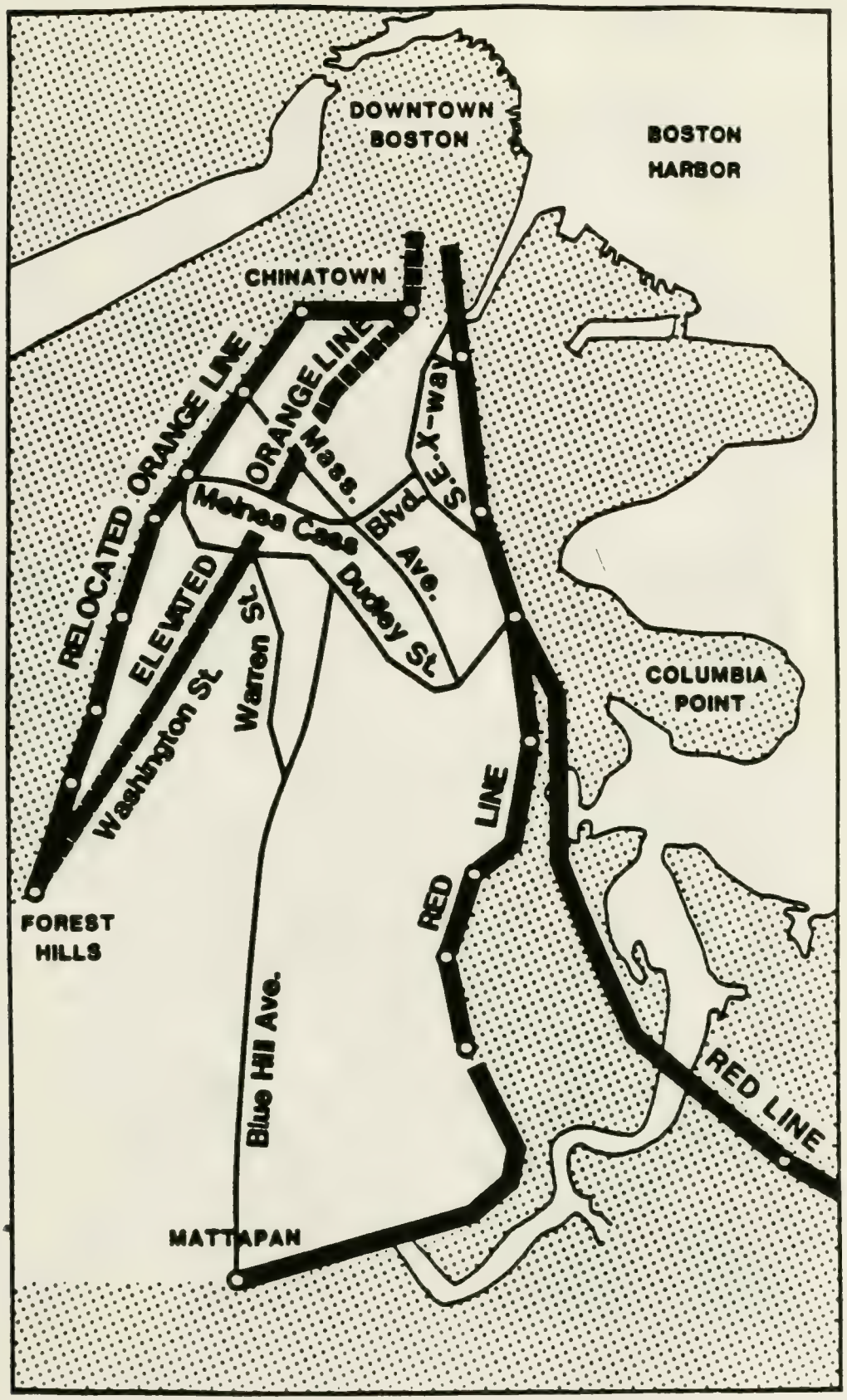
As soon as the new Orange Line is in service the State will begin to tear down the existing structure along Washington Street from Forest Hills to Chinatown. The original station structure at Dudley will be incorporated into the replacement service terminal because of its historic interest. Sections of the stations at Dover and Northampton may also be reused. After demolition, the State will reconstruct Washington Street in two phases. The work from Dudley north to Chinatown will be incorporated into the replacement service project. The work from Dudley south to Forest Hills will proceed as soon as the Orange Line is demolished in that section.

### 2.2 Interim Replacement Bus Service

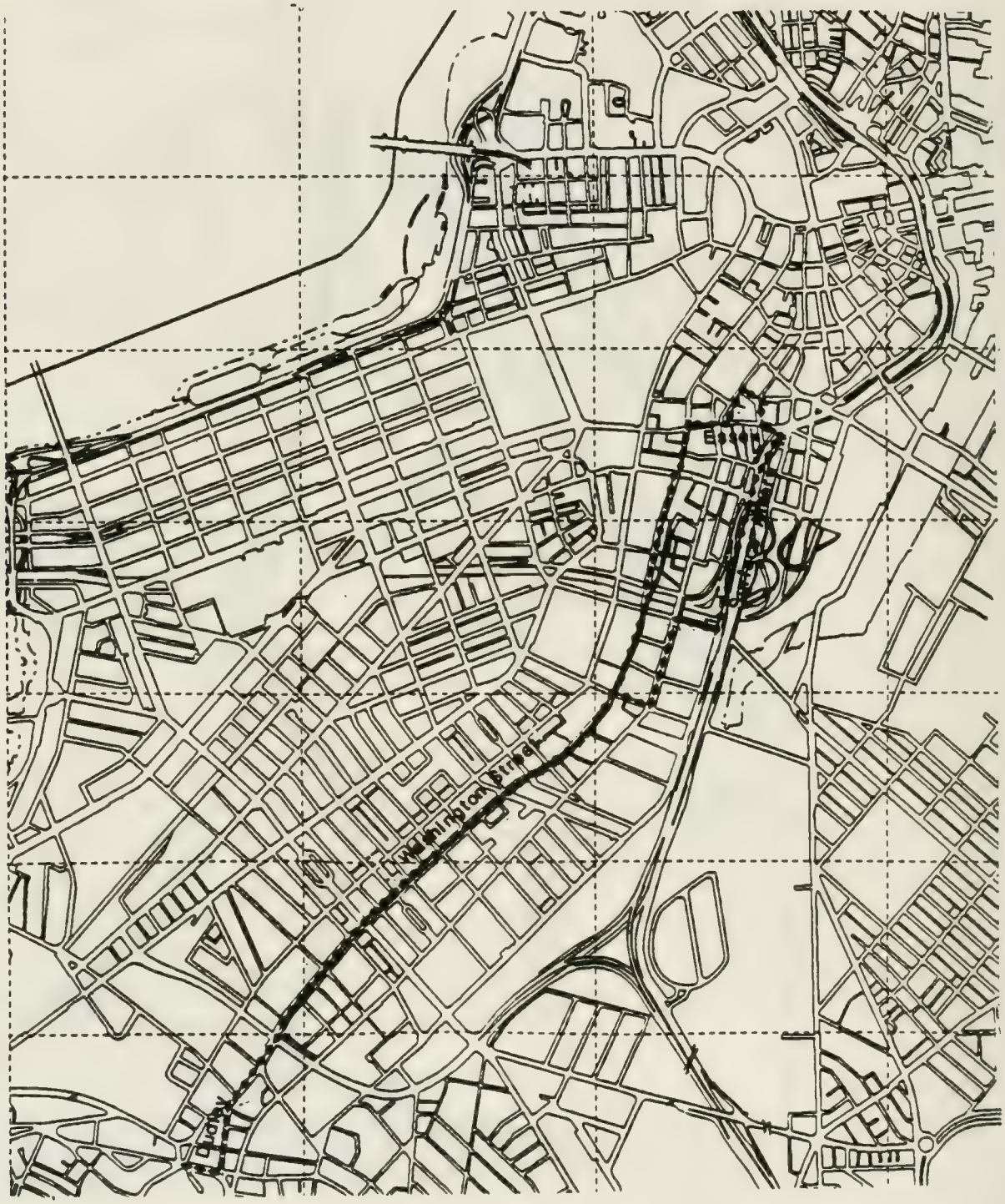
Until the State reaches a decision on permanent replacement service, the MBTA will operate interim bus service along Washington Street from Dudley to downtown.

Route 49 will follow Washington Street from Dudley Station to Essex Street and continue inbound to the edge of Downtown Crossing. The bus will run outbound along the Surface Artery

STUDY AREA


DOWNTOWN BOSTON
BOSTON HARBOR
CHINATOWN
RELOCATED ORANGE LINE
ELEVATED
Washington St
Warren St
ORANGE LINE
Mass.
Melnea Cass Blvd
Dudley St
Ave.
S.E. X-way
COLUMBIA POINT
RED LINE
FOREST HILLS
Blue Hill Ave.
MATTAPAN
RED LINE

# INTERIM REPLACEMENT BUS ROUTE



and pick up Washington Street at East Berkeley Street (see map). The bus will run about every six minutes during peak hours and every 10 minutes at other times. Bus fare will be 50 cents. Although the MBTA at present does not plan to provide a free transfer to the subway system, bus drivers will accept monthly subway passes (Type B) on the route.

This interim service will save some current riders money and cost others an additional fare. Passengers with destinations south of Downtown Crossing will save 10 cents per trip -- the difference between subway and bus fare. Those riders with destinations beyond Downtown Crossing will have to pay an additional 60 cents to board the subway. For example, a ride from Dudley to Alewife — currently available for a 60-cent token -- will cost the same rider $1.10 with interim bus service.

The MBTA has modified its fare structure to address in part the impacts upon residents and merchants in the Dudley and Egleston Square areas. Two free-fare zones have been established: (1) Dudley Square to Ruggles Station and (2) Egleston Square to Ruggles and Jackson Square Stations. Inbound passengers will pay no fares in those zones.

This policy benefits residents of those neighborhoods who currently walk to the Orange Line; the free-fare zone compensates them in part for the loss of direct one-fare subway service. The policy is also designed to help the Dudley and Egleston commercial districts by enabling people throughout the community to take a bus to these areas, conduct their personal business, and then transfer to the Orange Line without paying an additional bus fare. The MBTA has not implemented this policy for outbound passengers. Because bus fares are collected upon boarding, this policy would be difficult to administer in this direction.

The MBTA has also established a transfer between the Route 1 bus (Dudley to Harvard) and the Massachusetts Avenue Station. Outbound passengers may board the bus between Dudley Square and the Orange Line for the regular 50-cent bus fare. For an additional 10 cents, these riders may purchase a transfer for the Massachusetts Avenue Station only. Inbound passengers may request a transfer before leaving the Orange Line station; the transfer is valid on the Route 1 bus heading toward Dudley only. In addition, the Route 1 bus will accept monthly subway passes (Type B) between Dudley and the Orange Line.

These changes provide a free connection to the Orange Line for passengers who currently board at Dudley and Northampton Stations. Those people travelling to and from Boston City Hospital also benefit from this fare policy change.

## 2.3 Replacement Service Alternatives

The MBTA's study of replacement service alternatives, which began in 1977 with a feasibility study, is still under way. Thus far the MBTA has evaluated two replacement service alternatives: light-rail vehicles (LRVs) and buses. The MBTA has deferred plans to evaluate dual-propulsion guided buses for this corridor.

### 2.3.1 Light-Rail Vehicles

LRVs provide better transportation service than buses--but at a price. LRVs would serve more people, get them downtown faster, and provide a free transfer to other rapid-transit lines in the MBTA system. The MBTA estimates that about 9000 riders a day will use the LRV in the year 2000. The average trip time from Dudley to downtown Boston would take about 12 minutes.

The price of this service is higher construction costs ($40-to-50 million), greater construction disruption, and possibly several property takings. However, despite the high initial capital costs, low operating costs bring the cost per rider to $1.80-2.21 (net operating cost plus amortized capital cost).

Because it represents a major capital investment, LRV service can stimulate economic development more effectively than bus service. In addition, providing LRV service from Dudley to downtown opens the possibility of extending the line south to Mattapan through the Franklin Park and Grove Hall neighborhoods.

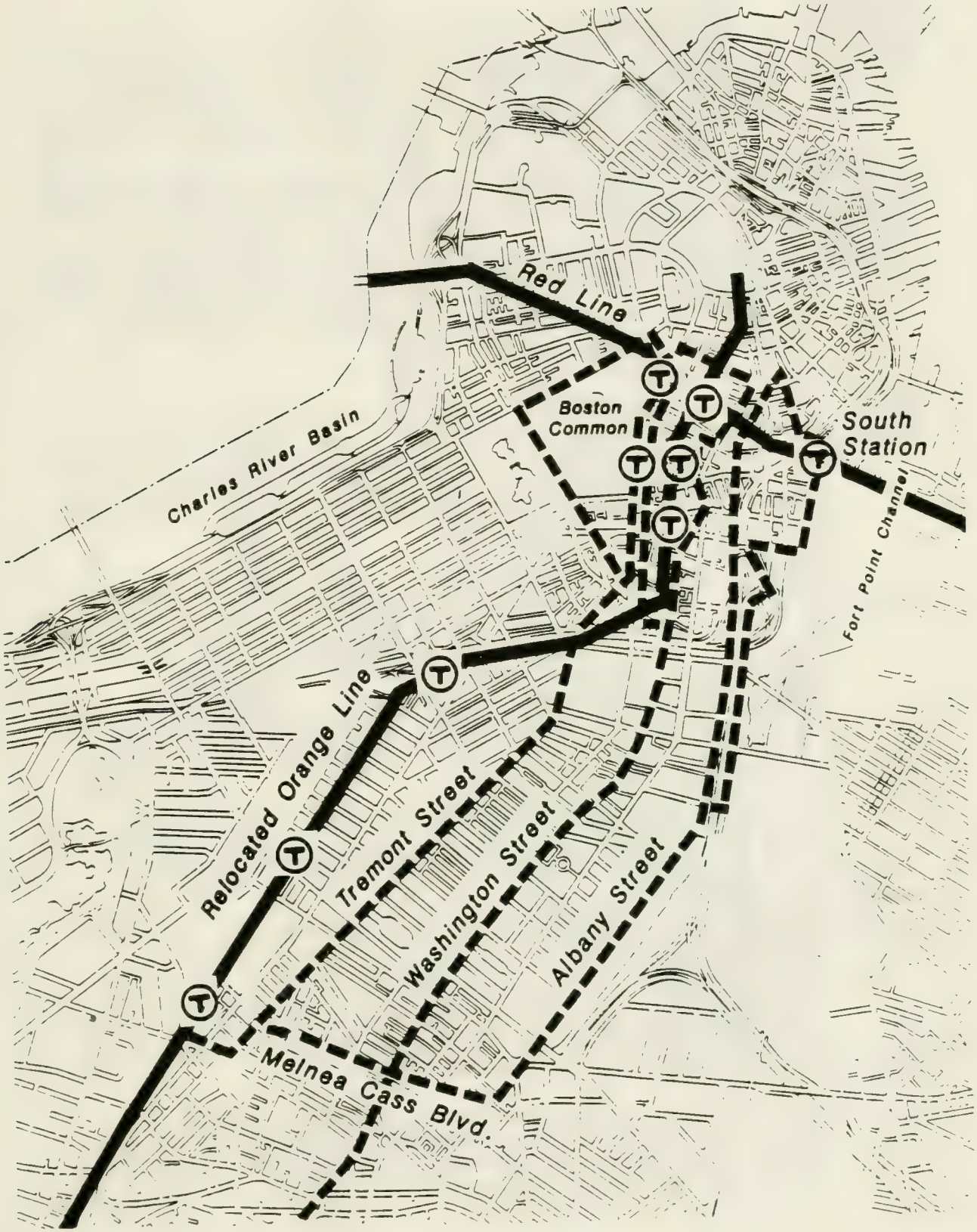
### 2.3.2 Buses

Buses, while not as disruptive as LRVs, are slower and would serve fewer people. The trip from Dudley to downtown would take 18-20 minutes, passengers would not have a free transfer to the subway, and buses would have to compete with heavy downtown traffic. As a result, daily ridership estimates for the bus alternatives are substantially lower than those for the LRV option, ranging from 2300 to 5000 according to the route. A free transfer to the subway would increase ridership.

Buses require less physical construction than LRVs. Consequently, initial capital costs would be about $14 million. Higher operating costs bring the net cost per trip to $1.55-$3.40.

Buses are flexible and can be rerouted conveniently to better serve community needs. However, this localized service would not support economic development along the corridor as effectively as fixed-route LRV service.

# REPLACEMENT CORRIDOR SERVICE ALTERNATIVES



### 2.3.3 Dual-propulsion guided buses

This technology would enable a transit vehicle to combine bus and light-rail operating characteristics. Special axles allow these vehicles to run in mixed traffic and on light-rail tracks. Dual-propulsion engines allow diesel operation on the street and electric operation in subway tunnels.

The MBTA has deferred its plans to evaluate the feasibility of this technology along the Washington Street corridor in order to reach a decision on replacement service as soon as possible. The Authority will continue to study the general applicability of this technology throughout the system; however the results will not be available in time for incorporation in the Alternatives Analysis/Environmental Impact Statement.

## 2.4 Routes

LRV service would run along Washington Street and enter the Boylston Street Green Line Station through an abandoned tunnel on Tremont Street. Because of community concerns about the location and safety of a tunnel portal, the MBTA has proposed three LRV configurations in Chinatown (see map).

- Tremont Street Tunnel Option. Run along Marginal Road past Shawmut and enter tunnel shortly before turning onto Tremont Street, run under Elliot Norton Park and into station.

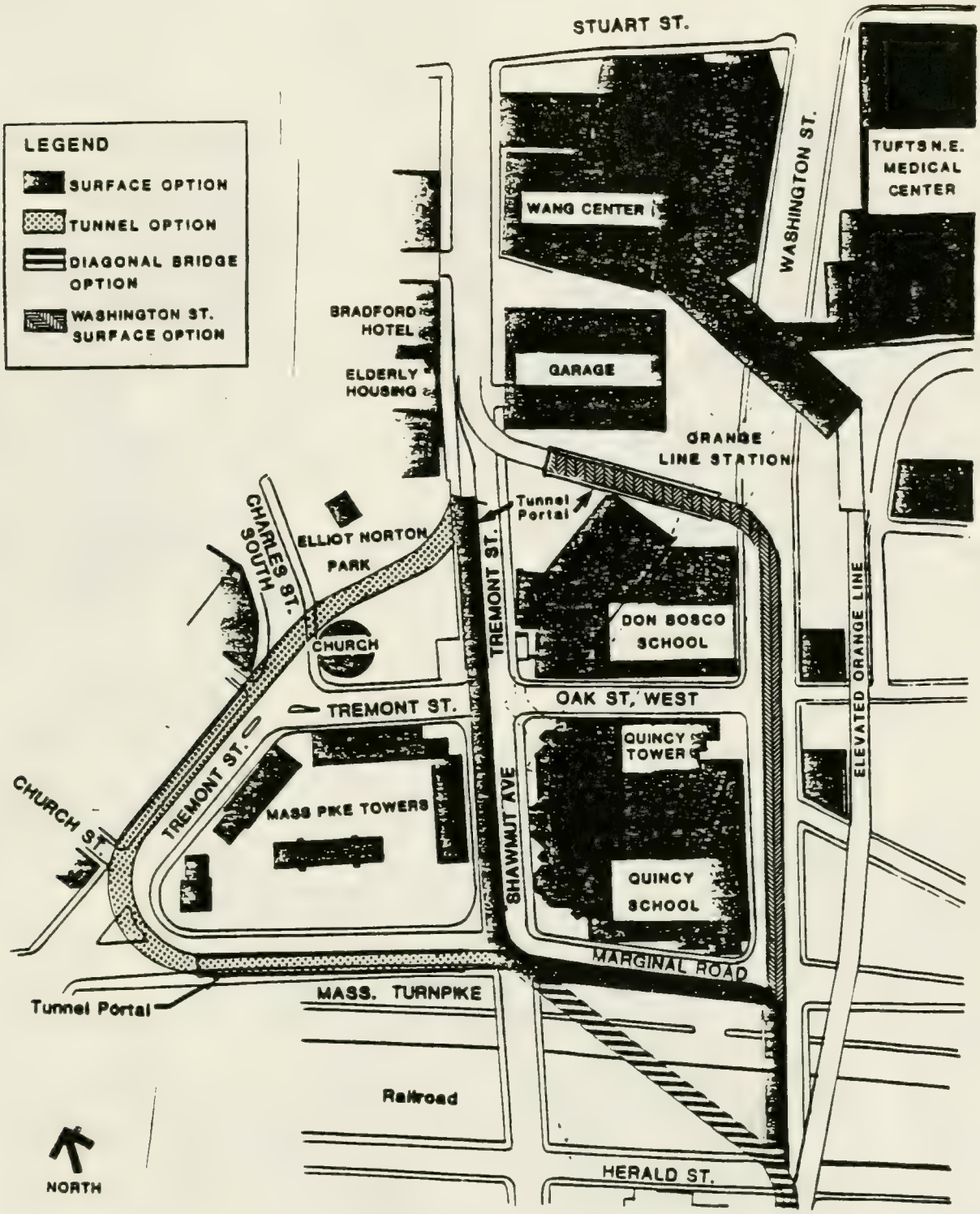
- Shawmut Avenue Surface Option. Run across Marginal Road to Shawmut Avenue and Tremont Street and enter tunnel on Tremont near Elliot Norton Park.

- Washington Street Surface Option. Run along Washington Street past the Quincy School and enter the tunnel at Common Street just north of the Don Bosco School.

The MBTA has proposed five bus route alternatives (see maps). Three run along Washington Street but distribute people downtown differently: in the South Station area, around the Boston Common, or in the Downtown Crossing area. Two other bus route proposals run buses inbound along Tremont Street and outbound on Albany Street; downtown distribution would be in the South Cove or South Station areas.

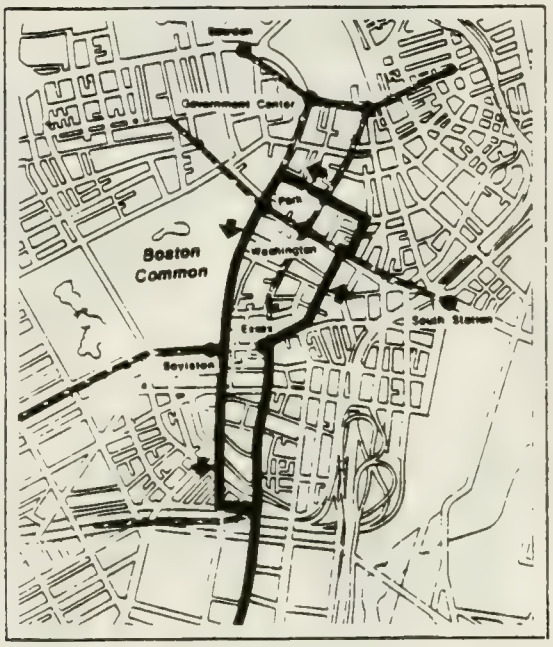
The MBTA is also evaluating two options for crossing the Massachusetts Turnpike, either along the existing Washington Street bridge or by constructing a new "diagonal bridge" from Washington and Herald to Marginal and Shawmut. The new bridge

# CHINATOWN LIGHT RAIL OPTIONS

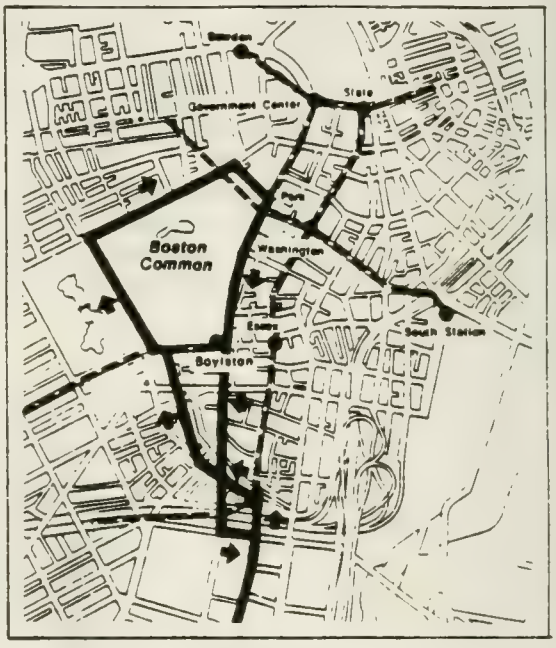


# DOWNTOWN BUS ROUTE CIRCULATION

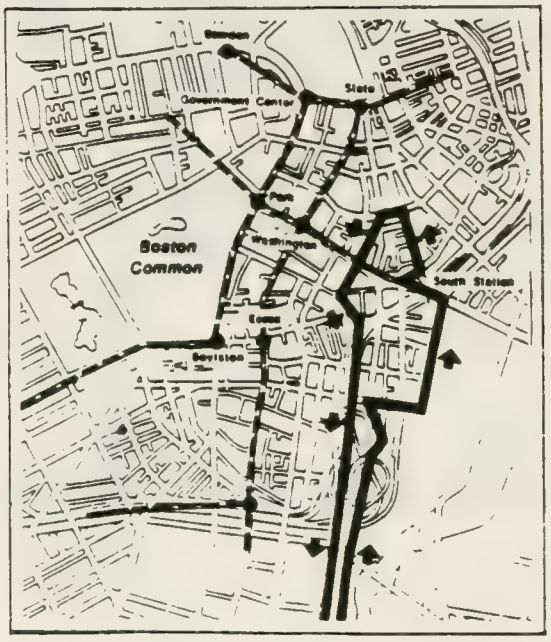
## Downtown Crossing Loop



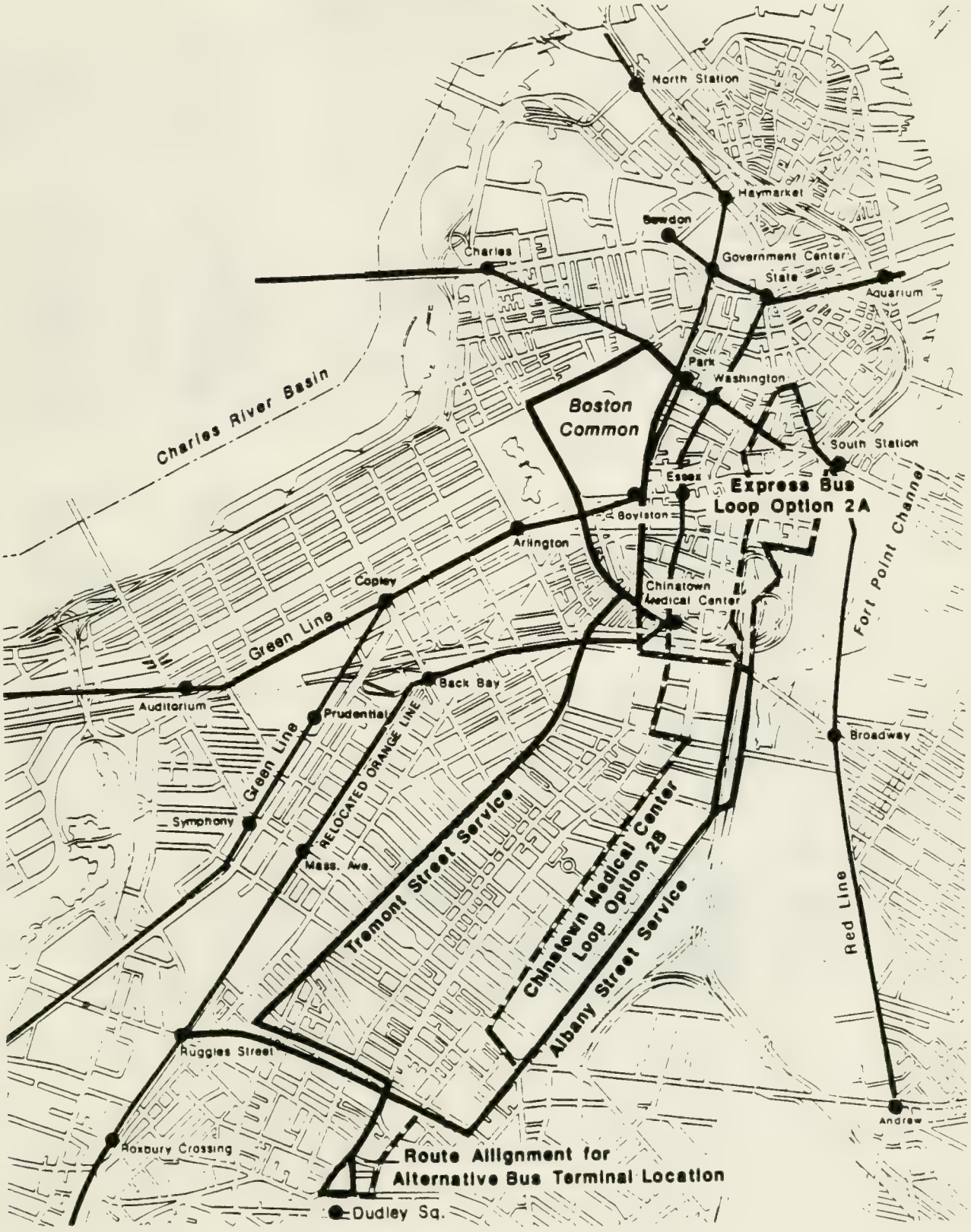

## Boston Common Loop




## South Station Loop



# TREMONT AND ALBANY STREETS BUS OPTIONS



COMPARISON OF REPLACEMENT SERVICE ALTERNATIVES

Light-Rail Service

| | Downtown Circulation | |
|---|---|---|
| | Tunnel (1) | Surface (2) |
| **Transportation Service** | | |
| Downtown distribution | Best | Best |
| Free transfer to rapid-transit lines | Yes | Yes |
| Avoids downtown traffic congestion | Yes | Yes |
| Limits street capacity | Yes | Yes |
| Limits cross-street circulation | Yes | Yes |
| Trip time: Dudley to downtown (minutes) | 11.7 | 11.7 |
| Daily trips: Year 2000 | 9,250 | 9,250 |
| **Environmental Impacts** | | |
| Noise | Mid | Mid |
| Pollution | None | None |
| Construction disruption | Most | More |
| Property takings | Some | Some |
| **Cost ($ 1984)** | | |
| Capital cost (millions) (3) | 49.20 | 38.50 |
| Annual operating cost (millions) | .84 | .84 |
| Net operating cost per trip | .30 | .30 |
| Equivalent cost per trip (4) | 2.21 | 1.80 |

(1) Tunnel option runs under Elliot Norton Park using a new diagonal bridge across the Massachusetts Turnpike.
(2) Surface option uses existing Washington Street Bridge
(3) Includes reconstruction of Washington Street from Massachusetts Turnpike to Dudley Street.
(4) Amortized capital cost plus net operating cost.

COMPARISON OF REPLACEMENT SERVICE ALTERNATIVES

Bus Service
Washington Street Routes

| | Downtown Circulation | | |
|---|---|---|---|
| | South Station | Downtown | Boston Common |
| **Transportation Service** | | | |
| Downtown distribution | Poor | Good | Fair |
| Free transfer to rapid-transit lines | No | No | No |
| Avoids downtown traffic congestion | Yes | No | No |
| Limits street capacity | No | No | No |
| Limits cross-street circulation | No | No | No |
| Trip time: Dudley to downtown (minutes) | 20.0 | 18.0 | 22.6 |
| Daily trips: Year 2000 | 2,270(1) | 4,950 | 4,550 |
| **Environmental Impacts** | | | |
| Noise | Most | Most | Most |
| Pollution | Some | Some | Some |
| Construction disruption | Least | Least | Least |
| Property takings | Some | Some | Some |
| **Cost ($ 1984)** | | | |
| Capital cost (millions) (2) | 13.00 | 14.00 | 13.80 |
| Annual operating cost (millions) | .39 | .69 | .70 |
| Net operating cost per trip | .57 | .46 | .51 |
| Equivalent cost per trip (3) | 2.58 | 1.55 | 1.67 |

(1) Ridership increases to 4,340 with a free transfer to the Orange Line.
(2) Includes reconstruction of Washington Street from Massachusetts Turnpike to Dudley Street.
(3) Amortized capital cost plus net operating cost.

COMPARISON OF REPLACEMENT SERVICE ALTERNATIVES

Bus Service
Tremont and Albany Street Routes

| | Downtown Circulation | |
|---|---|---|
| | South Station | South Cove |
| **Transportation Service** | | |
| Downtown distribution | Fair | Fair/Poor |
| Free transfer to rapid-transit lines | No | No |
| Avoids downtown traffic congestion | No | Partially |
| Limits street capacity | No | No |
| Limits cross-street circulation | No | No |
| Trip time: Dudley to Downtown (minutes) | 22.6 | 20.0 |
| Daily trips: Year 2000 | 2,830 | 3,010 |
| **Environmental Impacts** | | |
| Noise | Most | Most |
| Pollution | Some | Some |
| Construction disruption | Least | Least |
| Property takings | Some | Some |
| **Cost ($ 1984)** | | |
| Capital cost (millions) (1) | 14.30 | 13.90 |
| Annual operating cost (millions) | 1.23 | 1.05 |
| Net operating cost per trip | 1.45 | 1.16 |
| Equivalent cost per trip (2) | 3.40 | 2.93 |

(1) Includes reconstruction of Washington Street from Massachusetts Turnpike to Dudley Street.
(2) Amortized capital cost plus net operating cost.

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would have operational advantages because it eliminates a difficult turn at Washington and Marginal. But again, improved operations come at a higher cost. The diagonal bridge, in conjunction with the tunnel under Elliot Norton Park, adds about $10 million in construction costs to the LRV option.

## 2.5 Traffic and Parking Impacts

### 2.5.1 Buses

The bus alternatives with downtown distribution loops will have problems operating efficiently. The Downtown Crossing loop, which serves the most people, travels on the most congested streets. The Boston Common and South Station loops encounter less traffic. But because of their circuity and distance from the business district, they serve fewer people.

All bus alternatives call for reconstructing Washington Street in Dudley Square with options to maintain or widen the roadway. Widening Washington Street--most likely in conjunction with major development in the area--would not affect traffic circulation or parking. However, bus options without widening Washington Street would displace seven parking spaces near the Eliot Cemetery.

### 2.5.2 Light-Rail Vehicles

The LRV alternatives affect traffic and parking in Dudley Square, the Cathedral District, at the Turnpike crossings, and in Chinatown. In all cases, the LRV reservation would restrict left turns into certain streets. However, these restrictions will have no adverse effects on overall traffic circulation. Local impacts include the following.

- In Dudley Square, widening the roadway north of the intersection of Eustis and Williams Streets to accommodate the LRV reservation would displace 12 on-street parking spaces.

- In the South End, another 34 spaces would be lost permanently at Monsignor Reynolds Way, Massachusetts Avenue, and Melnea Cass Boulevard in order to provide left-turn lanes on Washington Street.

- The Cathedral District, from East Berkeley Street to Monsignor Reynolds Way, poses the major challenge in the South End. If land is not taken to widen Washington Street in this section, 28 spaces could require peak-hour parking prohibitions.

- The Washington Street surface option would require a peak-hour parking prohibition for 40 spaces on Washington Street between Common Street and Marginal Road. An additional seven spaces would be lost permanently between Common Street and the entrance to the Tufts Garage. The alternative of widening the road would encroach upon development plans for Parcels R-3/R-3A.

- The Tremont Street tunnel would displace 39 lightly used metered spaces on Marginal Road between Tremont and Washington Streets. The tunnel portal reduces the capacity of Marginal Road at Tremont Street, but the intersection would still work at an acceptable level of service.

- The Shawmut Avenue surface option would require the loss of 11 metered spaces on Tremont Street, eight on Shawmut Avenue, and 13 on Marginal Road for a total of 32.

## 2.6 Funding Sources

Joint state and federal funding will cover the capital costs of replacement service and road reconstruction between Dudley and Chinatown. About $30 million is available in federal interstate transfer funds; these funds can cover up to 80 percent of the costs. The state will pay the remaining 20 percent, as well as any costs exceeding $30 million.

## 2.7 Decision Timetable

The MBTA plans to submit a draft Alternatives Analyis/ Environmental Impact Study (AA/EIS) to the Urban Mass Transportation Administration (UMTA) on June 1, 1987. Assuming a 60-day federal review, the MBTA will publish the draft AA/EIS for public review on August 15. After a 45-day comment period, which will include a public hearing on October 1, the MBTA will prepare a final EIS and a recommendation for a preferred alternative by December 31, 1987.

After the final EIS, the MBTA will prepare a grant application to the Urban Mass Transportation Administration (UMTA) seeking approval to draw down the interstate transfer funds for this project. Because the funds have already been earmarked for this area, the MBTA does not anticipate any problems in receiving UMTA approval. Under this schedule Washington Street reconstruction would be under way from late 1988 through Spring 1990. Permanent bus service could begin in July 1988 -- running concurrently with street reconstruction -- and LRV service in May 1991.

## 2.8 Recommendations

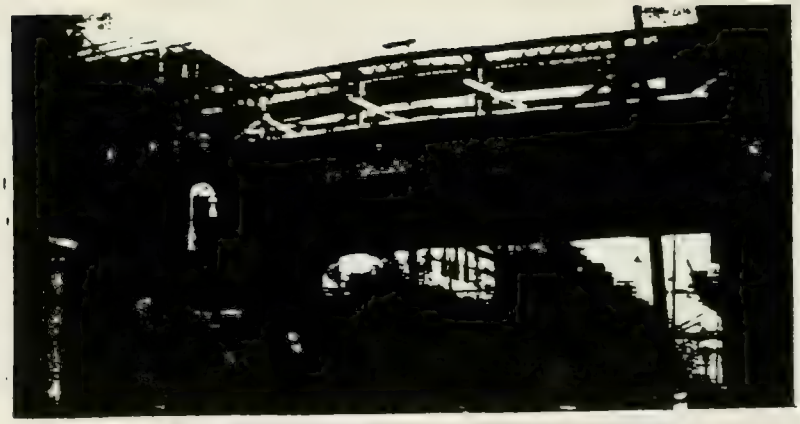
Each replacement service alternative has advantages and disadvantages, and the final decision will require trade-offs between public transportation efficiency, neighborhood impacts, parking resources, and costs.

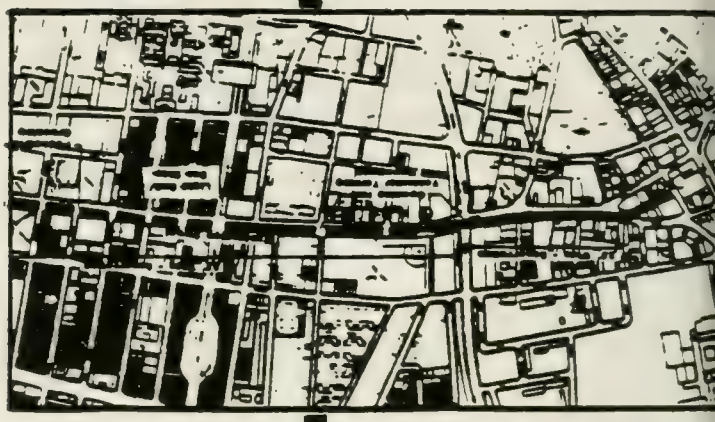
The City will seek to make certain that the affected neighborhoods continue to play a role in the replacement service planning process. Our concerns are those already voiced by residents:

- Preservation and production of affordable housing to maintain stability for long-term residents who fear displacement.
- Minimizing the potential negative impacts on local businesses that face years of construction disruption and possible relocation.
- Creating safe and well-lit off-street parking facilities, particularly in commercial districts and at MBTA stations.
- Ensuring efficient and convenient interim replacement bus service.
- Providing a free transfer between interim replacement bus service and the subway.
- Providing replacement service that can best benefit the city and its neighborhoods.

To ensure that these concerns are addressed, the City will conduct a series of community meetings in the affected neighborhoods. These forums will provide residents and businesses the opportunity to express their concerns about potential impacts of replacement service, both positive and negative.

At the same time, the City needs to ensure that the State recognizes its responsibility to mitigate the impacts of replacement service in the following areas: (1) demolition management, (2) Washington Street reconstruction, (3) off-street parking, (4) housing, and (5) economic development. Section 3 discusses these policy issues in detail.

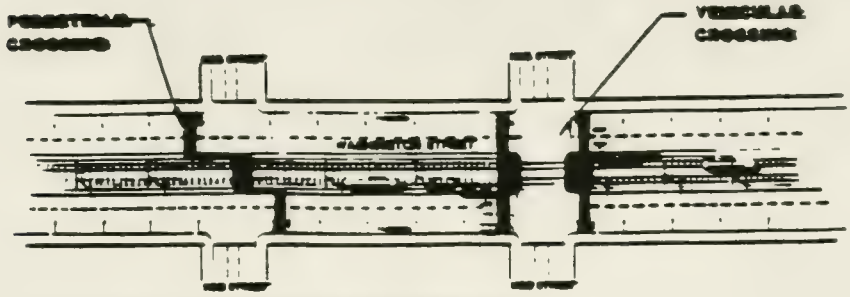






# POLICY ISSUES






TWO WAY LIGHT RAIL VEHICLES ( CENTER RESERVATION )

## 3.0 POLICY ISSUES ALONG THE WASHINGTON STREET CORRIDOR

The demolition of the Orange Line elevated structure, the new Orange Line, and the replacement service on Washington Street will all have profound impacts on commuting patterns, housing, and economic development along Washington Street from Chinatown to Forest Hills. Consequently, this project represents an enormous opportunity for the City to make a visible commitment to meeting a number of the goals of the Flynn Administration. These include:

- o improved transportation access
- o affordable housing
- o economic development
- o anti-displacement measures for housing and commercial enterprises
- o employment opportunities for Boston residents
- o neighborhood access to decision-making
- o improved quality of life for city residents.

To help meet these goals the City has developed programs and has sought state actions and funding in the following areas: (1) demolition management, (2) Washington Street reconstruction, (3) off-street parking, (4) housing, and (5) economic development.

### 3.1 Demolition Management

Demolition of the elevated Orange Line structure, scheduled to begin in Summer 1987, will take about a year. Besides generating dust, dirt, noise, and vibrations, demolition will disrupt pedestrian and vehicle circulation along this densely developed corridor. Although the MBTA will manage this process, the City has a great interest in seeing that the work proceeds smoothly and in a timely manner. Unless the State plans and manages the demolition contract thoughtfully, the work could disrupt local and through traffic, degrade the residential environment, and interrupt retail business and general commerce.

#### 3.1.1. Recommended Actions

The City and State have consulted residents and business owners in preparing a timetable, management plan, and performance specifications for the demolition contract. The contract specifications, which the City and the MBTA will formalize in a construction management plan, should include the following:

- Place an MBTA official in the field to monitor contract compliance.
- Identify detours clearly and provide traffic control officers to manage vehicular and pedestrian traffic.
- Ensure safe conditions for pedestrians in the affected areas.
- Provide access at all times for businesses, residents, and emergency vehicles.
- Minimize the temporary loss of parking spaces.
- Provide adequate public notice of demolition schedule and extent of work.
- Control noise, vibration, and dust.
- Coordinate demolition with any proposed utility work or building construction in the area.
- Establish employment goals for Boston residents.
- Provide financial assistance to the Mayor's Office of Neighborhood Service to underwrite the cost of responding to citizen complaints and disseminating public information about demolition activities.

## 3.2 Washington Street Reconstruction

After the Orange Line demolition, the State will reconstruct Washington Street from Forest Hills to Chinatown. Reconstruction will proceed in two phases. The MBTA has agreed to fund road work between Dudley Square and Forest Hills, while replacement service funding will cover the work between Dudley Square and Chinatown regardless of the option chosen.

A reconstructed Washington Street will benefit the entire corridor. Not only will a new roadway enable automobiles and public transportation to move more efficiently, but at the same time it can support community development goals throughout the corridor.

Of particular concern is the Washington Street Bridge, which runs one-way northbound over the Massachusetts Turnpike. Southbound traffic leaving downtown Boston -- including buses --

must cross the Turnpike elsewhere and pick up Washington Street farther south. Redesigning the bridge to make Washington Street two-way from Kneeland Street to Forest Hills would ease southbound traffic congestion by providing an additional exit route from downtown Boston.

To work most efficiently with a two-way bridge, Herald Street should carry two-way traffic and Marginal Road should continue to run one-way westbound. Currently Herald Street is two-way from Washington to the Southeast Expressway and one-way from Tremont to Washington Streets.

### 3.2.2 Recommended Actions

The City and State will work together to ensure that the new Washington Street meets our goals for efficient transportation and community development. These steps should include the following.

- Prepare a written contract between the City and the State that establishes a role for the City, neighborhood residents, and area businesses in planning the street design and a construction management plan.

- Use urban design standards for street reconstruction (i.e., lighting, landscaping, sidewalk materials, street furniture, and the like) to reinforce city revitalization policies for each subarea while creating a consistent boulevard along the full length of Washington Street.

- Carry street and sidewalk improvements an appropriate distance into intersecting streets to blend the improvements with existing conditions on the side streets.

- Undertake appropriate measures (comparable to those identified in Section 3.1.1 for demolition management) to mitigate the impacts of street reconstruction.

- Formalize an agreement between the City and the MBTA on allocation of $10 million for capital improvements on Washington Street between Forest Hills and Dudley Square and start reconstruction as soon as the elevated structure is removed.

- Redesign and reconstruct the Washington Street Bridge to carry two-way traffic and redesign Herald Street to carry two-way traffic from Tremont Street to the Southeast Expressway.

## 3.3 Parking

Providing adequate parking along Washington Street, especially in the commercial districts and at MBTA stations, will play an essential role both in revitalizing the corridor and mitigating the short-range impacts of construction.

Parking needs to serve three distinct groups: (1) residents of the neighborhoods in the Washington Street corridor, (2) shoppers and other short-term patrons of the commercial districts along Washington Street, and (3) commuters, typically long-term parkers who will drive to the relocated Orange Line and, possibly, to Washington Street replacement service.

### 3.3.1 Residential Parking

Residents of the neighborhoods along the Washington Street corridor may find themselves competing with commuters and shoppers for parking spaces in their own neighborhoods. The City's Resident Parking Program was designed for areas like this -- residential sections adjacent to commercial districts or major transit terminals. At the request of the neighborhood, the City will reserve on-street spaces for residents only; residents in turn must display on their cars a parking sticker issued by the Transportation Department. The City is currently preparing to institute the program in the vicinity of some of the new Orange Line stations.

The Resident Parking Program can alleviate parking problems for neighborhood residents. However, it cannot solve the parking problem that shoppers and commuters face in certain areas without adequate off-street parking. Unless these groups have alternative parking available, a resident parking program may discourage transit users and store patrons by shifting their cars elsewhere.

### 3.3.2 Commercial Parking

When the MBTA relocates the Orange Line, Dudley will no longer be a major transit transfer point. Buses will continue to service Dudley, but they will terminate at Ruggles Station instead. Consequently Dudley businesses will depend even more heavily on automobile traffic, at least until replacement service begins. Lack of adequate parking has already caused extensive illegal parking in the area. Establishing off-street parking at the former Blair's Market will serve some of these immediate needs. But providing additional attractive, well-lit, and secure parking areas will help retain business confidence in this area during the transition and in the long run.

Similarly, buses will continue to stop at Egleston Square, but the area will lose the concentrated activity that typically surrounds a rapid-transit stop. As a result, Egleston Square will depend substantially upon automobile and pedestrian traffic. While removing the Orange Line will make available some on-street spaces currently used by park-and-ride commuters, this area has limited parking. Developing several near-by parcels for shopper and commuter parking could link Egleston Square with the new Orange Line station at Jackson Square to create a major commercial district along this stretch of Columbus Avenue.

### 3.3.3 Commuter Parking

The new Orange Line will attract riders from both the Southwestern part of the City and neighboring communities. Many will undoubtedly drive to the station, park all day, and commute to downtown jobs. As the southern terminus of the new Orange Line, Forest Hills will face the greatest demands for commuter parking. The MBTA has scaled back its original plans for a 450-space garage on the site due to community opposition. Present plans, which call for 290 new spaces, will likely prove inadequate.

Reducing the size of a parking facility does not necessarily discourage traffic. If not properly managed, it could result in commuters driving along residential streets in search of all-day parking or, alternatively, driving to work and competing for even scarcer parking spaces downtown. But a park-and-ride facility will promote use of rapid transit while leaving on-street parking spaces available for residents and shoppers. Providing off-street parking for commuters from other neighborhoods in the city--particularly in combination with a resident parking program--can help divert them from local streets.

### 3.3.4 Recommended Actions

The Transportation Department is preparing to implement the Resident Parking Program in the vicinity of the new Orange Line stations in Jamaica Plain. In addition, several city departments are developing parking strategies that can benefit the Washington Street corridor. The Real Property Department and the Transportation Department have recently undertaken a study of citywide parking needs, and the Transportation Department is evaluating parking strategies in the downtown core and park-and-ride opportunities outside Boston proper.

Besides pursuing the recommendations from these studies, the City will work with the State to pursue the following actions regarding parking in this corridor.

- Reconsider options for providing adequate commuter parking in Forest Hills.
- Allocate a portion of state off-street parking funds to pay for lots at major commercial districts and MBTA stations along Washington Street and Columbus Avenue, including Dudley, Egleston, and Jackson Squares.
- Expand the City's Resident Parking Program to provide adequate parking opportunities for residents in neighborhoods adjacent to commerical districts and major transit stations.

## 3.4 Housing

Given the escalation in housing prices along Washington Street in anticipation of demolition, the City is taking steps to ensure that a significant portion of the housing in the area remains affordable both to long-term residents and to low- and moderate-income households. The City's efforts to accomplish this goal include incorporating affordability requirements in new developments in the area, targeting state housing subsidies for this corridor, and developing new zoning controls.

The City owns a number of parcels along the corridor in Dudley, Chinatown, and the South End. Targeting these parcels for low- and moderate-income housing, gardens, and open space will promote the Flynn Administration's goals of stabilizing the area and protecting it from speculative pressures.

The City has already begun this process through the South End Neighborhood Housing Initiative (SENHI), a disposition program for city-owned property. SENHI requires that two-thirds of the housing units built on these parcels be affordable to low- and moderate-income families (see Section 4.3). The State also owns a number of parcels along the corridor that could be targeted for housing, such as the Bartlett MBTA yard at Dudley. Continuing to impose affordability requirements on all municipally aided developments in the area will enable the City to maintain a decent quality of life for residents throughout the corridor.

In addition, the City has been working closely with neighborhood residents on a number of revisions to the Boston Zoning Code that will promote affordable housing and stabilize the neighborhoods affected by the relocated Orange Line. For example, the proposed downtown zoning plan designates the Chinatown/South Cove neighborhood as a housing priority area. By increasing the supply of housing in the neighborhood this designation can stabilize rents and housing costs.

The City has also been working with South End residents to implement several neighborhood-initiated zoning amendments aimed at preserving the existing supply of family housing.

The City has been working closely with neighborhood residents on guidelines for establishing an Interim Planning Overlay District (IPOD) in Roxbury. By placing restrictions on the type of development that can take place in Roxbury, the proposed IPOD can reduce potential displacement. Among other things, the draft IPOD guidelines call for establishing an affordable housing reserve district, which will promote the development of new affordable housing and can help stabilize the neighborhood.

Similarly, the City is in the process of working with Jamaica Plain residents to establish an IPOD that will help mitigate the potential for speculation and displacement in that neighborhood.

3.4.1 Recommended Actions

- Continue current efforts to target city- and state-owned parcels in the corridor for affordable housing.

- Commit state housing subsidy resources to city-owned parcels in the corridor to ensure affordability on new construction or rehabilitation projects.

- Request the state to establish a neighborhood stabilization fund for low-interest housing rehabilitation loans, down payments on low- and moderate-income cooperative units, technical assistance to non-profit groups, and other anti-displacement housing measures.

- Continue to work with residents of the corridor on zoning amendments that will help stabilize and preserve neighborhoods affected by the Orange Line relocation.

## 3.5 Economic Development

The removal of the Orange Line will have substantial impact on the commercial establishments along Washington Street. Over time, a revitalized corridor will enhance economic development opportunities. And as more housing becomes available -- particularly with ground-floor commercial space -- more customers are likely to patronize local stores.

However, the short-term disruption may threaten the survival of a number of existing business enterprises. Negative impacts fall into two categories: (1) increased reliance on patrons using automobiles and (2) economic displacement.

### 3.5.1 Automobiles

Pedestrian traffic will decline along the corridor, particularly in the vicinity of the present Orange Line stops. Washington Street replacement service will still enable customers to use mass transit to reach local businesses. But even the highest replacement service ridership estimates are lower than existing Orange Line ridership. And the option that places bus routes on other South End streets will divert transit-dependent customers and leave Washington Street merchants dependent upon walk-in and automobile traffic.

With increased dependence upon the automobile, the availability of adequate on- and off-street parking becomes even more critical to the success of businesses in the corridor. This is particularly important in connection with the replacement service options that reduce the availability of on-street parking. In particular, LRV service may require an on-street parking prohibition, at least during peak commuting hours, in the Cathedral District because of the narrow road width.

### 3.5.2 Business Displacement

Replacement service options will require several direct business relocations in Dudley Square and, possibly, the Cathedral area. But once the elevated Orange Line structure is removed, indirect economic displacement may also threaten existing businesses.

### 3.5.3 Recommended Actions

Concentrated assistance is necessary to prevent severe negative consequences for local merchants and to enable area commercial districts to continue to provide services to neighborhoods along the corridor. The MBTA is working out the final details on a small-business loan program for merchants affected by transit

construction projects. Businesses throughout the MBTA district are eligible for $7.5 million in state commercial stabilization funds. Funds are designed strictly for capital improvements; they will not provide financial assistance during the disruption of Orange Line demolition. In addition, the state owns several parcels in the Dudley Square area that would be suitable for new or relocated businesses. State-funded support activities should include the following:

- Relocate businesses displaced by land-takings for transit improvements to publicly owned land as close as possible to their original sites.
- Provide attractive, well-lit parking areas along the corridor, particularly in the commercial centers.
- Allocate a major share of $7.5 million in commercial stabilization funds to the businesses along Washington Street.
- Target small-business loan and technical assistance programs to Washington Street businesses.
- Expand the Roxbury Heritage Park project to complement business development in Dudley Square through facade improvement, sidewalk and lighting improvements, and pedestrian arcades.
- Transfer state-owned parcels suitable to business development to the city, including Dudley terminal and sites at the intersection of Washington Street and Melnea Cass Boulevard.











# NEIGHBORHOOD IMPACTS

## 4.0 NEIGHBORHOOD-SPECIFIC IMPACTS

The relocated Orange Line will affect residents in Jamaica Plain, Roxbury, the South End, and Chinatown. Concerns about replacement service are more localized along Washington Street from Dudley Square to Chinatown. Residents of each neighborhood, and sometimes of each block, along the route have a different set of concerns about replacement service. Section 3 identified corridor-wide issues associated with replacement service, Orange Line demolition, and Washington Street reconstruction. Briefly noted below are the main location-specific land-use and development impacts of replacement service from Chinatown to Forest Hills.

### 4.1 Chinatown/South Cove

Chinatown residents can walk to many downtown locations, and they have reasonably convenient access to MBTA rapid transit service. In addition, the loss of residential property due to construction of the Surface Artery, Southeast Expressway, and Massachusetts Turnpike has made residents extremely sensitive to physical barriers within the community and the loss of housing development sites.

Because each LRV alternative will have physical impacts without meeting any service needs, the City's survey of Washington Street corridor residents indicated that many Chinatown residents prefer the bus alternative. Many perceive LRVs as a physical barrier dividing their community in half, and they view streetcars and the tunnel portal as safety hazards. Moreover, the LRV option would interfere with plans to develop several sites targeted for housing, either by requiring land-takings or by reducing access to a site. However, community representatives have indicated that if neighborhoods farther from downtown prefer LRVs, then this option could be acceptable, provided the streetcars entered a tunnel before reaching Chinatown.

#### 4.1.1 LRV Alignments

The MBTA responded to specific concerns about safety and physical barriers by developing three alternatives for linking a Washington Street LRV to the tunnel under Tremont Street. Issues surrounding these specific options follow.

4.1.1.1 Tremont Street Tunnel Option

This option, which places the LRV is a tunnel on the edge of Chinatown, reduces physical impacts on the community.

- At approximately $50 million, this is the most expensive choice.
- Construction would take approximately 2-3 years and require extensive utility relocation.
- Since the tunnel would run under Elliot Norton Park, the MBTA would make improvements to the park as part of this alternative package. However, the park would be unavailable for use during the construction period.
- The tunnel clearance at Church of All Nations appears to be insufficient. It encroaches upon BRA Parcel R-7 along the entire Tremont Street frontage and may damage structural supports for the housing scheduled to begin this year.

4.1.1.2 Washington Street Surface Option

Developed at the request of the community, this option would create a physical barrier to Chinatown/South Cove circulation and encroach upon parcels slated for housing development.

- Reconstructing Washington Street to allow two-way traffic would require taking a portion of BRA-owned Parcel R-3/R-3A, the major remaining residential development parcel in Chinatown.
- This option would also interfere with housing development on a parcel owned jointly by the BRA and Don Bosco High School.
- This option eliminates the need for the diagonal bridge, which may expedite turnpike air rights development.
- The tunnel portal, on a discontinued section of Common Street, does not conflict with vehicular or pedestrian traffic.

4.1.1.3 Shawmut Avenue Surface Option

This option creates a number of physical barriers.

- This option would impede access to Mass Pike Towers and the Quincy School complex.

- The LRV will surface in front of Bradford Towers at the edge of Elliot Norton Park, presenting a barrier across Tremont Street.

4.1.2 Recommended Actions

If the LRV option is chosen, the following actions should be undertaken in order to mitigate the impacts on Chinatown.

- Minimize construction impacts on the community.

- For the Washington Street option, develop plans that allow housing construction in combination with a tunnel portal.

- For the Washington Street option, compensate for the partial loss of Parcel R-3/R-3A either by supplying additional housing subsidies or by increasing the allowable density on the site.

- For the Tremont Street option, address the impacts of tunnel encroachment upon Parcel R-7.

- Support the designation of Chinatown/South Cove as a housing priority area in the downtown zoning plan.

4.2 Massachusetts Turnpike Crossings

The MBTA has proposed two alternative LRV crossings over the Massachusetts Turnpike: (1) run tracks along the Washington Street bridge, and (2) construct a new diagonal bridge.

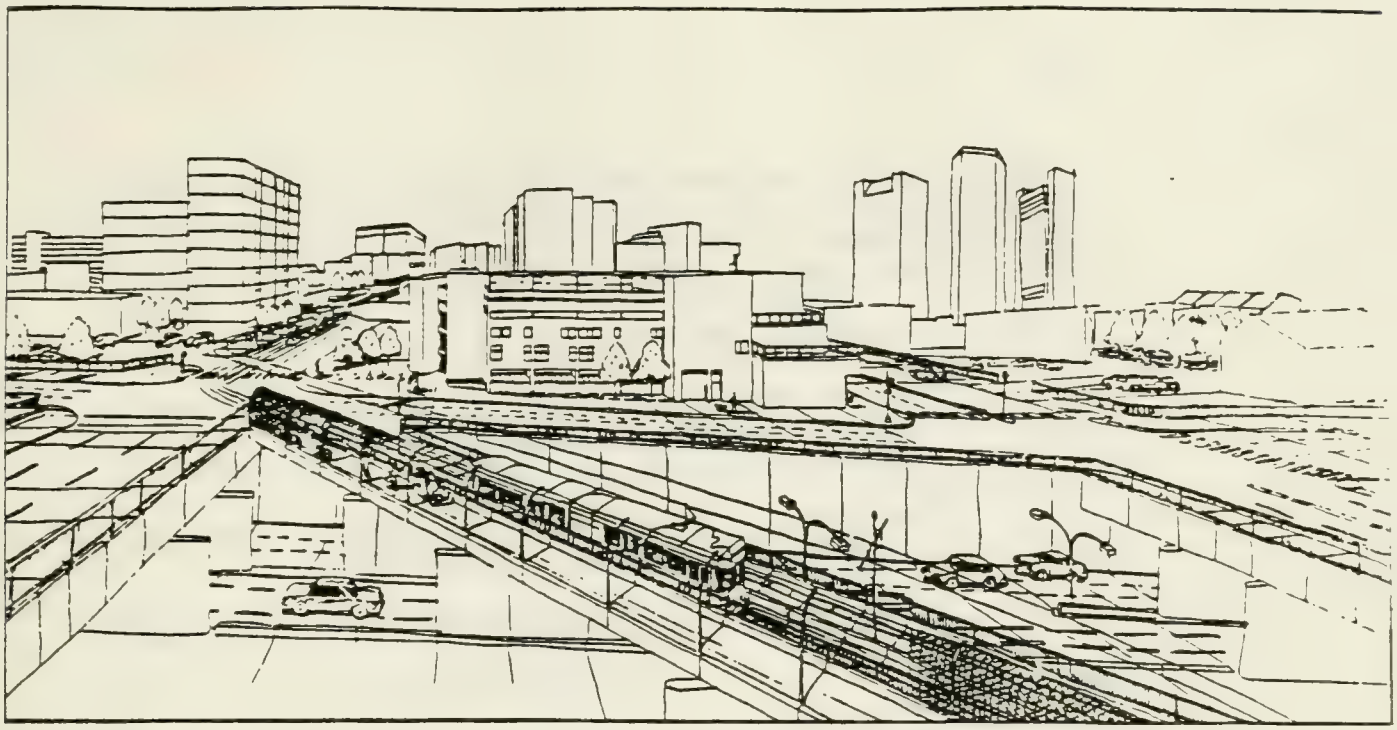
The diagonal bridge, proposed in connection with the Tremont Street and Shawmut Avenue options, has operational advantages by eliminating a difficult turn at Marginal Road. The bridge, however, poses serious consequences to the future turnpike air-rights development of the parcel bounded by Shawmut Avenue, Marginal Road, Washington Street, and Herald Street. In particular, it inhibits opportunities for ground-floor uses and may lessen the marketability of the parcel as either a commercial or mixed-use residential parcel.

The Washington Street option similarly poses future development

LRV CONFIGURATIONS IN CHINATOWN

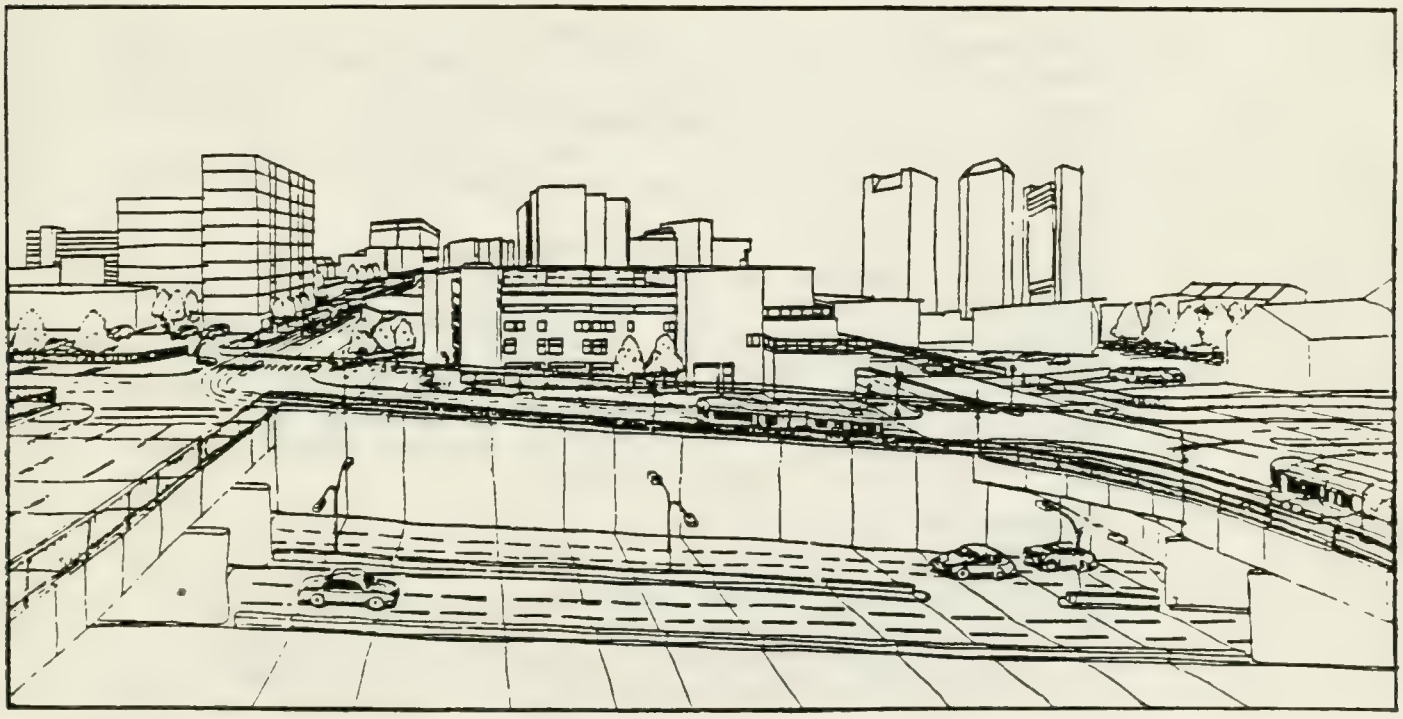
| | Alternative | | |
|---|---|---|---|
| | Tremont | Washington | Shawmut |
| Parking displaced | 39 | 7 | 32 |
| Peak parking lost | 0 | 40 | 0 |
| Encroachment | Parcel R-7 | Parcel R3/R-3A<br>Don Bosco site | None |
| Construction Disruption | Most | Least | Least |
| Diagonal bridge | Yes | No | Maybe |

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**DIAGONAL BRIDGE OPTION**

Above is a view of a diagonal bridge across the Massachusetts Turnpike that could be built for light rail.



**WASHINGTON STREET BRIDGE OPTION**

Crossing the Massachusetts Turnpike on the Washington Street Bridge, as shown in the option above, the light rail would continue into the South End.

restrictions and may cause negative impacts on the turnpike air-rights parcel. In addition, running tracks along a two-way Washington Street Bridge may interfere with optimal traffic flow. This option is significantly less expensive, however.

4.2.1 Recommended Actions

- Develop engineering plans that minimize the negative impacts of LRVs on air-rights development, specifically noise and vibrations.
- Facilitate air-rights development over the turnpike by incorporating LRV tracks in any plans.
- Redesign Washington Street Bridge to carry two-way traffic

4.3 South End

Removal of the elevated Orange Line could cause property values to rise along this stretch of Washington Street. At the same time, the loss of a major transit line will make the commercial districts in the area depend heavily upon automobile and pedestrian traffic, especially in the short run.

Replacement bus service will create no direct physical impacts along Washington Street. However, its localized nature and lower ridership estimates will not support economic development along the corridor as effectively as LRV service. The Albany/Tremont bus option will continue to divert ridership — and economic activity — from Washington Street.

The LRV alternative will support economic activity more effectively than any bus option. But such service will have a major physical impact on two sections of Washington Street. Most of the roadway can carry two lanes of moving traffic in each direction, a parking lane on each side, and LRV tracks with a landscaped median. But two sections of the road are significantly narrower: the Cathedral district and the section between Berkeley and Herald Street.

Providing LRV service in the vicinity of the Holy Cross Cathedral could require widening the roadway or prohibiting peak-hour parking. Either option would affect seven heavily patronized businesses with housing above the first floor. Businesses include ABC Market, Factory Discount Furniture, Bric-a-Brac, Mike's Meat Market, Morse's Fish Market, and

SENHI PARCELS FOR DISPOSITION

| Parcel | Street Address | Land Area |
|---|---|---|
| RE-7B | 83-95 West Springfield | 44,920 |
| 33-B | 91-113 Northampton | 9,654 |
| R-12A | 1762-1788 Washington | 23,905 |
| R-12B | 75-87 Northampton | 16,868 |
| 29-A | 1797-1815 Washington | 24,024 |
| R-11C | 6-14 East Concord | 7,500 |
| SE-116 | 640 Tremont | 12,960 |
| SE-110 | 1682 Washington | 5,680 |
| RR-121 | 1724-26 Washington | 2,950 |
| SE-72 | 1734-40 Washington | 4,410 |
| SE-13 | 1900 Washington | 2,800 |
| SE-59-66 | 67-81 East Berkeley<br>212-214 Shawmut | 7,815 |

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Lebanon Bakery. Some 25 housing units with about 45 residents would be affected. If the buildings are taken in order to widen the roadway, the State must make every effort to work with the City to relocate these businesses and residents in the immediate vicinity. If parking is removed instead, similar efforts should be made to provide off-street replacement spaces near-by.

The roadway narrows again between Berkeley Street and Herald Street. Assuming a two-way Washington Street, the LRV can be accommodated by removing on-street parking or by widening the street. Washington Street can be widened in this section without dislocating any residents or businesses because the buildings are sufficiently set back from the street.

Over the past two years, the Flynn Administration has worked extensively with South End residents on a major anti-displacement program. Through the South End Neighborhood Housing Initiative (SENHI) city-owned parcels along the Washington Street corridor will be made available for affordable housing development. During the first phase of the program, beginning in 1987, the City will offer twelve parcels for development (see table). Some 330 units will be produced on these key parcels; two-thirds of these will be affordable to low- and moderate-income families.

The City is also working with South End residents to formulate zoning changes aimed at mitigating the impacts of growing development pressure in the South End. As speculation raises property values, developers will tend to build at greater densities to cover their costs. This in turn reduces the supply of affordable family housing, places greater burdens on the utility infrastructure in the area, and creates traffic and parking problems.

The proposed zoning changes would reduce the allowable density in the South End. This would allow new development to conform with existing land uses in the area. A second zoning change would limit the number of dwelling units with less than 1000 square feet. This Density Limitation Overlay District would preserve larger units suitable for family housing. The City is also reviewing controls on parking in order to provide more off-street parking options in this neighborhood.

4.3.1 Recommended Actions

- If properties are taken in the Cathedral district in connection with the LRV option, the State should work closely with city government to relocate affected businesses and residents in the Cathedral district and

provide financial assistance. If, on the other hand, peak-hour parking is prohibited, the State should work with the City to provide equivalent off-street parking for store customers.

- In the commercial districts, the State should work with the City to provide financial assistance to redevelop publicly owned parcels for commercial uses and where appropriate housing on upper floors.

- The State should provide financial assistance to construct parking facilities along Washington Street for the use of store patrons.

- The State should provide loans or grants to help businesses remain viable and stay competitive in a changing market.

- The State should assist the City in developing and funding affordable housing programs through interest reduction, equity loans for down payments, rental housing programs, public housing programs, and technical assistance to non-profit housing development groups.

- If LRVs are chosen, widen Washington Street between Berkeley and Herald Streets.

## 4.4 Dudley Square

The relocation of the Orange Line will cause Dudley Square to lose its long-time function as a transportation node and could substantially reduce its role as a commercial center. The demolition of the elevated structure, the reconstruction of Washington Street, and construction associated with replacement service will further disrupt the Dudley area for the next few years.

Dudley represents the southernmost terminus of the proposed replacement service route. Consequently, fast and reliable service -- comparable to the Orange Line -- is an important factor. LRVs would provide faster and more efficient service than buses. In addition, LRV service to Dudley Square would open the possibility of future expansion to Mattapan along Blue Hill Avenue or Warren Street. However, the MBTA would need to relocate six businesses in Dudley Square in connection with widening Washington Street and making transportation improvements (see map): Highland Tap (Alex's), Tropical Foods, Hamill's Studio, Chaparral Building, the Clothing Store, and 6-8 Warren Street.

But regardless of the transit alternative chosen, in the short run parking will be critical to Dudley's survival as a commercial district. Lack of adequate parking has already caused extensive illegal parking in Dudley Square. When the MBTA relocates the Orange Line and reroutes a number of bus routes to Ruggles Station, Dudley businesses will depend even more heavily on automobile traffic, at least until replacement service begins. In the short run, establishing off-street parking at the former Blair's Market will serve some of these immediate needs. But providing additional attractive, well-lit, and secure parking areas will help retain business confidence in this area during the transition and in the long run.

The State owns a number of parcels in this area that can be developed for housing and commercial uses. The Dudley Station and a number of parcels near Melnea Cass Boulevard and Massachusetts Avenue could be developed for commercial uses.

The City has worked extensively with neighborhood residents to develop a series of zoning controls for Roxbury. The Roxbury Interim Planning Overlay District (IPOD) is designed to help manage the future development of Roxbury for the benefit of the inhabitants of the neighborhood and the city. The goals of the IPOD include encouraging the creation and rehabilitation of owner-occupied and rental housing affordable to all segments of the community, to encourage residential development and preservation of the historic character of Roxbury, to provide commercial development that generates jobs and neighbohrood benefits, and to provide appropriate traffic and parking controls. A number of specific areas will receive special attention; these include Dudley Square, Washington Street, and Melnea Cass Boulevard.

### 4.4.1 Recommended Actions

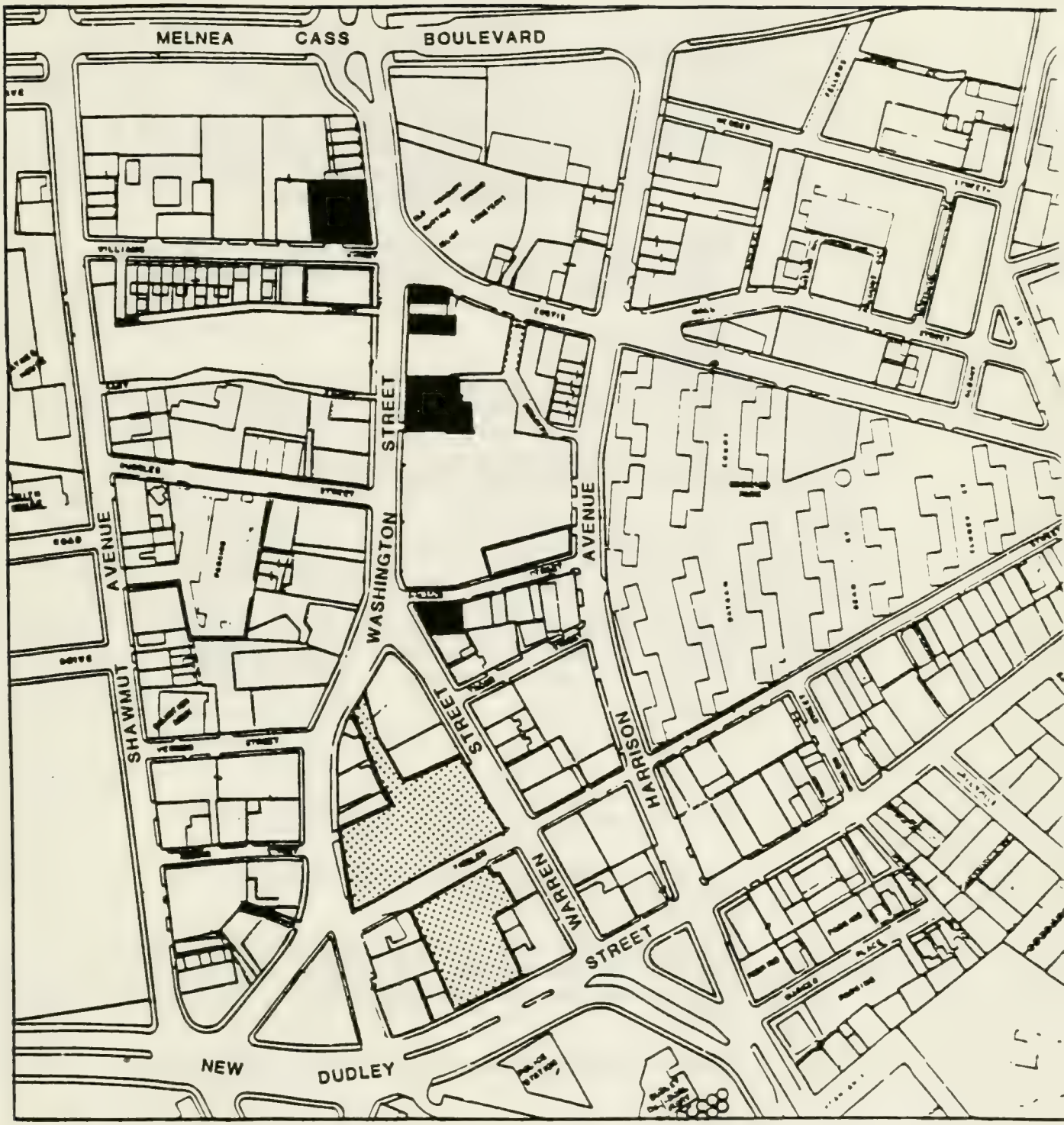
- The State should make every effort to work with the City to provide alternative accommodation in Dudley Square for businesses displaced due to MBTA property takings.

- Establish a state-funded business assistance program to help merchants during Orange Line demolition and Washington Street reconstruction.

- Provide financial support to construct an interim parking facility, possibly at the former Blair's store site.

- Reconstruct Dudley Street between Warren Street and Dudley Square.

## Dudley Square




PROPERTY TAKINGS WHEN STREETS WIDENED

MBTA-OWNED PROPERTY

- Make state-owned parcels available to the City for development including Dudley Station and sites along Melnea Cass Boulevard for commercial uses.

- Increase state funding for Roxbury Heritage Park to complement business development in Dudley Square through facade improvement, sidewalk and lighting improvements, and pedestrian arcades.

- Provide state assistance for developing affordable housing on parcels in the Washington Park Urban Renewal area.

## 4.5 Egleston Square

While buses will continue to stop at Egleston Square, the area will lose the concentrated activity that typically surrounds a rapid-transit stop. As a result, Egleston Square will depend almost entirely upon automobile and pedestrian traffic after the elevated Orange Line structure is demolished.

While removing the Orange Line will make some on-street spaces available, this area has limited parking. Developing several near-by parcels for shopper and commuter parking could link Egleston Square with the new Orange Line stop at Jackson Square to create a major commercial district along this stretch of Columbus Avenue. In addition, the state owns two parcels in this area suitable for redevelopment: the bus terminal and a power sub-station.

### 4.5.1 Recommended Actions

- The State should work with the City to provide flexible assistance to area businesses.

- The State should develop parking facilities for commuters and shoppers.

- The MBTA should monitor demolition of present Orange Line station and capital improvements to ensure minimal disruption of businesses during construction period.

- Redevelop MBTA bus terminal and power sub-station.

## 4.6 Forest Hills

As the southernmost stop on the new Orange Line, Forest Hills will face increased demands for commuter parking. The MBTA has scaled back its original plans for a 450-space garage on the site due to opposition from this primarily residential community. Present plans, which call for 290 new spaces, will likely prove inadequate. Local businesses are likely to suffer if commuters take all the parking spaces.

In anticipation of increased commuter traffic in the area, the City is preparing to put the Resident Parking Program in place on the streets immediately adjacent to the new Forest Hills Orange Line station.

The demolition of the old Forest Hills Orange Line station will create serious problems for area merchants and traffic management.

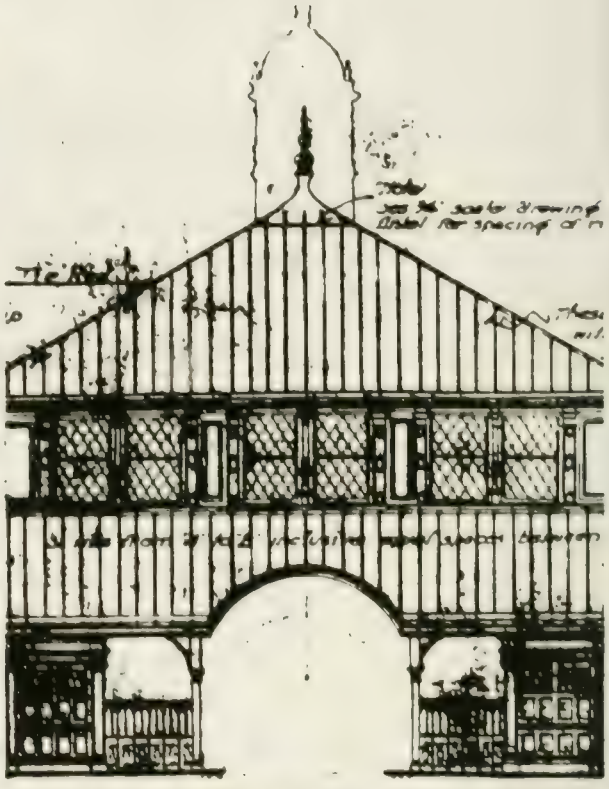
The City has begun working with neighborhood residents to develop new zoning controls for Jamaica Plain similar to those developed for Roxbury.

### 4.6.1 Recommended Actions

- Work with the MBTA and community to evaluate parking alternatives for commuters driving to the new Forest Hills Station.
- The State should provide small-business assistance to merchants in the area.







ACTION PLAN



# 5.0 WASHINGTON STREET CORRIDOR ACTION PLAN

## 5.1 Corridor-wide Recommended Actions

- The State should assist the City in developing and funding affordable housing programs through interest reduction, equity loans for down payments, rental housing programs, public housing programs, and technical assistance to nonprofit housing development groups.

- The State should provide financial and technical assistance to small businesses to help them remain viable and stay competitive in a changing market.

- The State should provide financial assistance for constructing parking facilities at commercial districts and MBTA stations.

- The MBTA should minimize disruption during Orange Line demolition and Washington Street reconstruction.

## 5.2 Chinatown: Recommended Actions

- The MBTA should address the impacts of LRV tunnel encroachment upon Parcel R-7.

- The State, inconjunction with the City, address the impacts of land-takings associated with Washington Street surface option.

- Develop plans for the Don Bosco site that will allow housing development in conjunction with an LRV tunnel.

- Make improvements to Elliot Norton Park.

- The State should minimize construction impacts on the community.

## 5.3 Turnpike Crossings: Recommended Actions

- Facilitate air-rights development over the turnpike by developing plans that incorporate replacement service alternatives.

- Develop engineering plans that minimize the negative impacts of LRVs on air-rights development, particularly noise and vibrations.

- Redesign Washington Street Bridge to carry two-way traffic.

5.4 South End: Recommended Actions

- If Washington Street is widened in the Cathedral area, the State should work with the City to relocate displaced residents and businesses as close to their current locations as possible: ABC Market, Factory Discount Furniture, Bric-a-Brac, Mike's Meat Market, Morse's Fish Market, and Lebanon Bakery.

- The State should work with the City to provide financial assistance to develop public parcels for commercial uses and, where appropriate, housing on upper floors, specifically in the Massachusetts Avenue and East Berkeley Street areas.

- Widen Washington Street between Berkeley and Herald Streets to accommodate LRVs, and two moving and one parking lane in each direction.

5.5 Dudley Square: Recommended Actions

- The State should work with the City to relocate five businesses displaced in connection with widening Washington Street and making transportation improvements as close to their current sites as possible: Highland Tap (Alex's), Tropical Foods, Hamill's Studio, Chaparral Building, the Clothing Store, and 6-8 Warren Street.

- Construct an interim off-street parking facility at the Blair's site.

- Make state-owned parcels available to the City for development, including Dudley Station and sites along Melnea Cass Boulevard for commercial uses.

- Expand the role of Roxbury Heritage Park to enhance commercial activity in Dudley Square.

5.6 Egleston Square: Recommended Actions

- The State should work with the City to develop parking for shoppers and commuters along Columbus Avenue to link this commercial district with the new Orange Line station at Jackson Square.

- Develop MBTA bus terminal and power sub-station.

5.7 Forest Hills: Recommended Actions

- The City and State should evaluate alternatives for adequate commuter parking at Forest Hills Station.

Aigner™ LEGAL INDEX™ · EXHIBIT DIVIDERS

# PROJECT DESCRIPTION

## CHARACTERISTICS AND OBJECTIVES

The Boston City Hospital project proposed by the Department of Health and Hospitals will replace its campus of free-standing buildings with a denser and more efficient single complex. This replacement hospital will house inpatient facilities, diagnostic and treatment departments, a new emergency department and support areas to be used by both the inpatient and outpatient services. Administrative and other non-inpatient facilities will be accommodated in existing buildings.

The guiding objective of this project is to create a state-of-the-art community teaching hospital which will continue Boston City's mission of meeting the acute health care needs of the indigent population of the City of Boston, while serving as the anchor of an integrated public health care system.

The facility plan described in the Determination of Need Application was developed through the joint efforts of Boston City Hospital, clinicians and administrators, governmental planning agencies and officials, community groups, and architectural and financial consultants. This plan envisioned a 338 bed, 18 bassinet public hospital in which key diagnostic and treatment departments are physically integrated with new Inpatient facilities and new emergency service, and accessible to existing outpatient facilities housed in the Ambulatory Care Center. Support services, mechanical, utilities and building service are centralized to serve both inpatient and outpatient facilities. The new hospital will be served by the existing mechanical plant which contains adequate space to house new mechanical equipment for the new facility.

The conceptual plan envisioned a vertically organized hospital with inpatient bed floors located above the diagnostic and treatment departments which are connected to ACC and accessible from the ground level. This new facility was sited so that the Hospital services and access can be maintained continuously throughout construction.

The Hospital is committed to design its replacement hospital to state-of-the-art functional standards to insure the effective delivery of quality health care to its patients, and to provide a supportive environment to facilitate the workings of its staff. It is the Hospital's goal that the design be attractive to its patients and staff, and to the neighboring residents and institutions, sensitive to and integrated with the scale of the residential character of the neighborhood, and serve as the symbol of the City's commitment to the development of the neighborhood.

The conceptual plan adopted for the Determination of Need appropriately balanced the functional requirements of a compact and integrated building mass adjacent to the modern Ambulatory Care Center with the technical requirements of phasing construction, and the larger urban design goals of relating to the scale and texture of the South End.

The proposed project plan developed in the Masterplan is consistent with these overall objectives.

Although faced with a significant construction budget constraint, the planning team has devised a project plan to provide 333 of the 348 inpatient beds in a new building (with 15 inpatient beds in renovated space in Dowling) while maintaining hospital operations continuously throughout construction.

The planning team scrutinized the hospital's rebuilding program and included in the program for the Inpatient Facility only essential inpatient support departments. Related hospital program functions were placed in new and existing space and provisions to house certain future improvements were included in the space program. For example, rather than totally replace all existing support facilities in order to centrally locate them within the new facility, functions such as central radiology and certain clinical laboratories were maintained in existing locations. Replacement of the Kitchen and Cafeteria may not be feasible in the present budget but new shell space is programmed to house them in the future.

The siting of the new facility is critical to achieving economy in the project. While the new facility must be connected to the ACC, it is located to minimize disruption of existing services, avoid unneccessary replacement or relocation of functioning hospital departments, and to support future expansion if desired.

After reviewing many alternatives, the planning team located the new facility directly north of the ACC, on the site of the current ACC entrance and drive through the site and the House Officers' Pediatrics and Peabody Buildings. The limits of the site are the ACC, Medical Ward FGH, Kitchen, Dowling, and the easterly Dowling/Warehouse Tunnel. Construction here can proceed while the ACC, Dowling, the Emergency Service, Food Service, and their utilities can continue to function uninterrupted.

While the functional requirements of the vertical hospital yield a seven-story scheme connected to the ACC, the design team has endeavored in the planning stages to reduce the visual impact of the new complex. The mass of the new structure is allied with the existing two large scale structures -- the ACC and Dowling. Together these form a core of the new hospital, located toward the center of the site away from Harrison Avenue, consistent with the general massing of the existing campus. To reduce the visual mass of the new complex, the upper floors of the new structure which house the bed floors are separated from the ACC at the west facade facing Harrison Avenue, linked only by a common core at the east, and the new lower scale Main Entrance at grade.

In addition, the lower scale edge of existing buildings opposite Worcester Square -- Administration, and Wards BCD and FGH -- are preserved.

Care has been taken to develop site access and circulation patterns that do not adversely affect the South End residential district. Recognizing that a new clearly defined main entrance will enhance the Hospital's image as a public institution, the designers have provided for a new single entrance to the complex adjacent the existing ACC entrance from Harrison Avenue. The emergency entrance is located on the opposite side of the block on Albany Street, opposite the Mechanical plant and adjacent to the industrial district. The building itself serves as a buffer to the noise and heavy vehicle activity of the emergency and service traffic.

To make way for the construction of these new facilities and to allow connection of the new building to the existing Ambulatory Care Center, four older buildings will be demolished.

These buildings are the pavilion hospital buildings and support service facilities constructed between 1912 and 1934. The three buildings directly within the footprint of the new facility -- House Officers (1928), Peabody (1905), and Pediatric (1932) -- are removed before construction. The fourth building -- Medical (1928) -- will house patients until the new facility is complete. It will then be removed for the construction of site improvements.

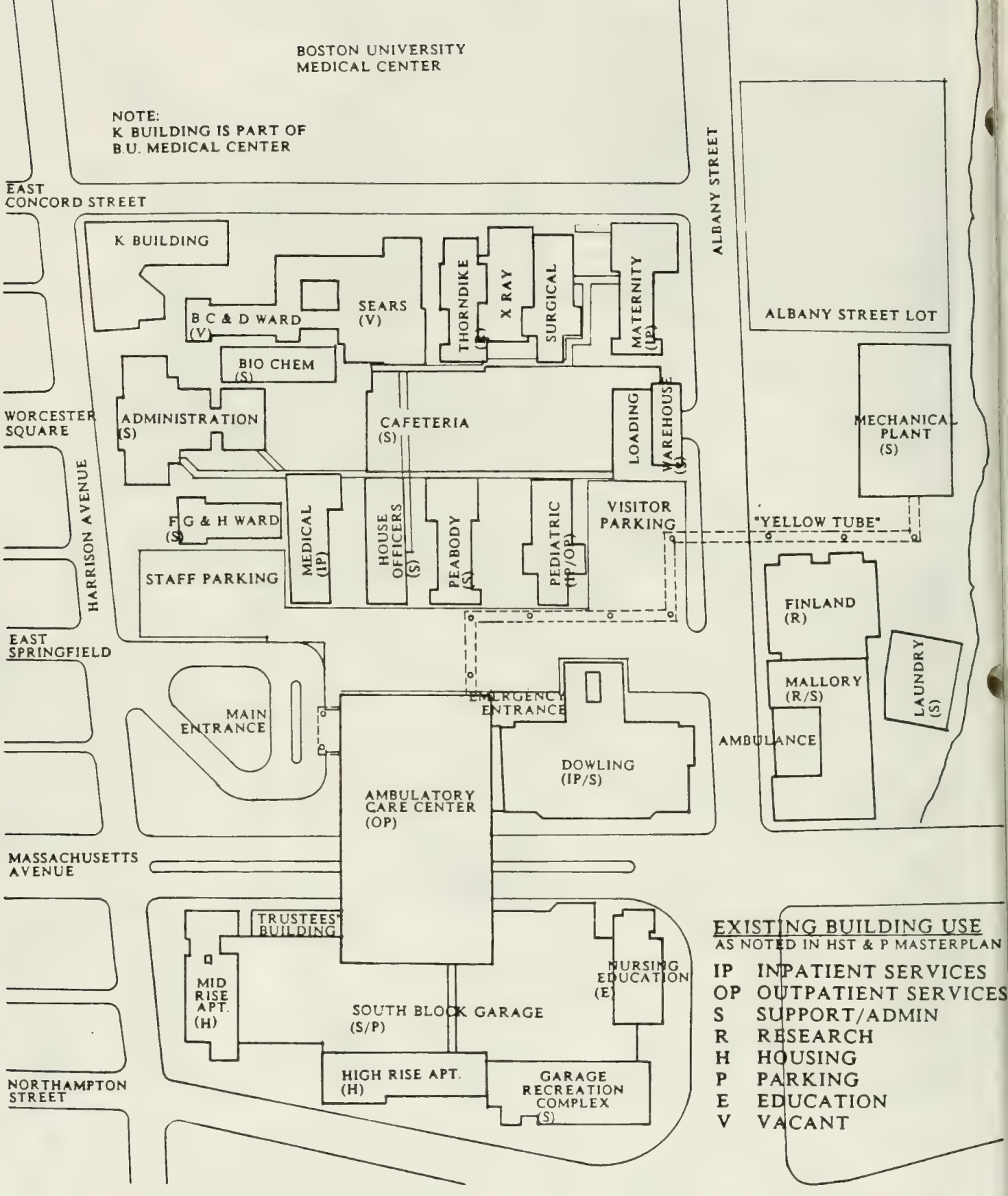
The demolition of these buildings will remove structures inappropriate in design, function, and physical condition for incorporation in the modern hospital complex, make way for new construction, reduce operating cost and create open space to serve the new campus. At the same time, the plan retains three nineteenth century buildings, two which date from the original hospital complex -- Surgical Ward Building BCD and Medical Ward Building FGH (1861-64) -- and the later Sears Building.

The benefits and adverse effects of the proposed conservation and demolition of these buildings is evaluated in the following section of this report entitled "Effects on Historical Resources."



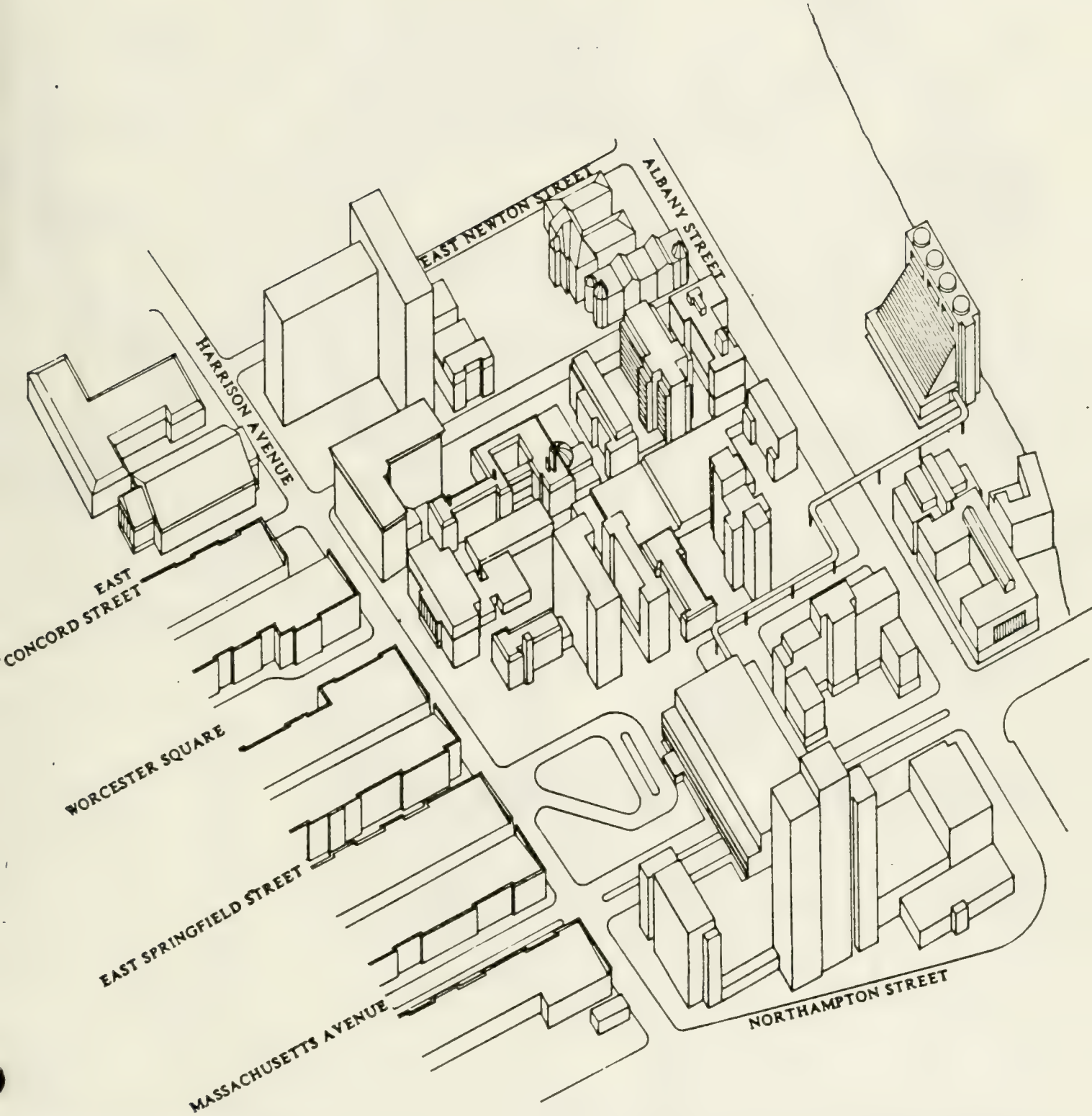

LOCATION MAP

Boston City Hospital



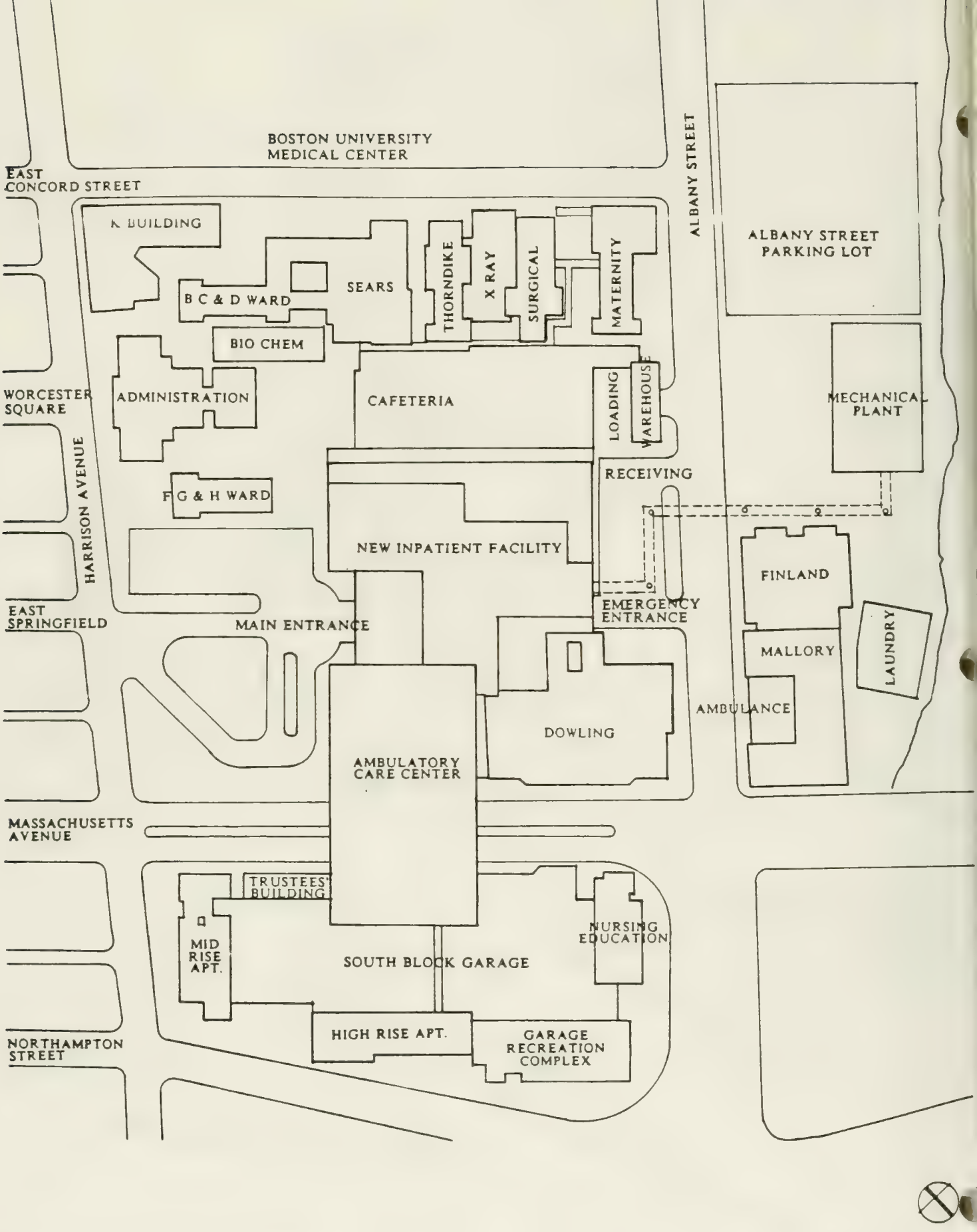

# EXISTING SITE PLAN

Boston City Hospita



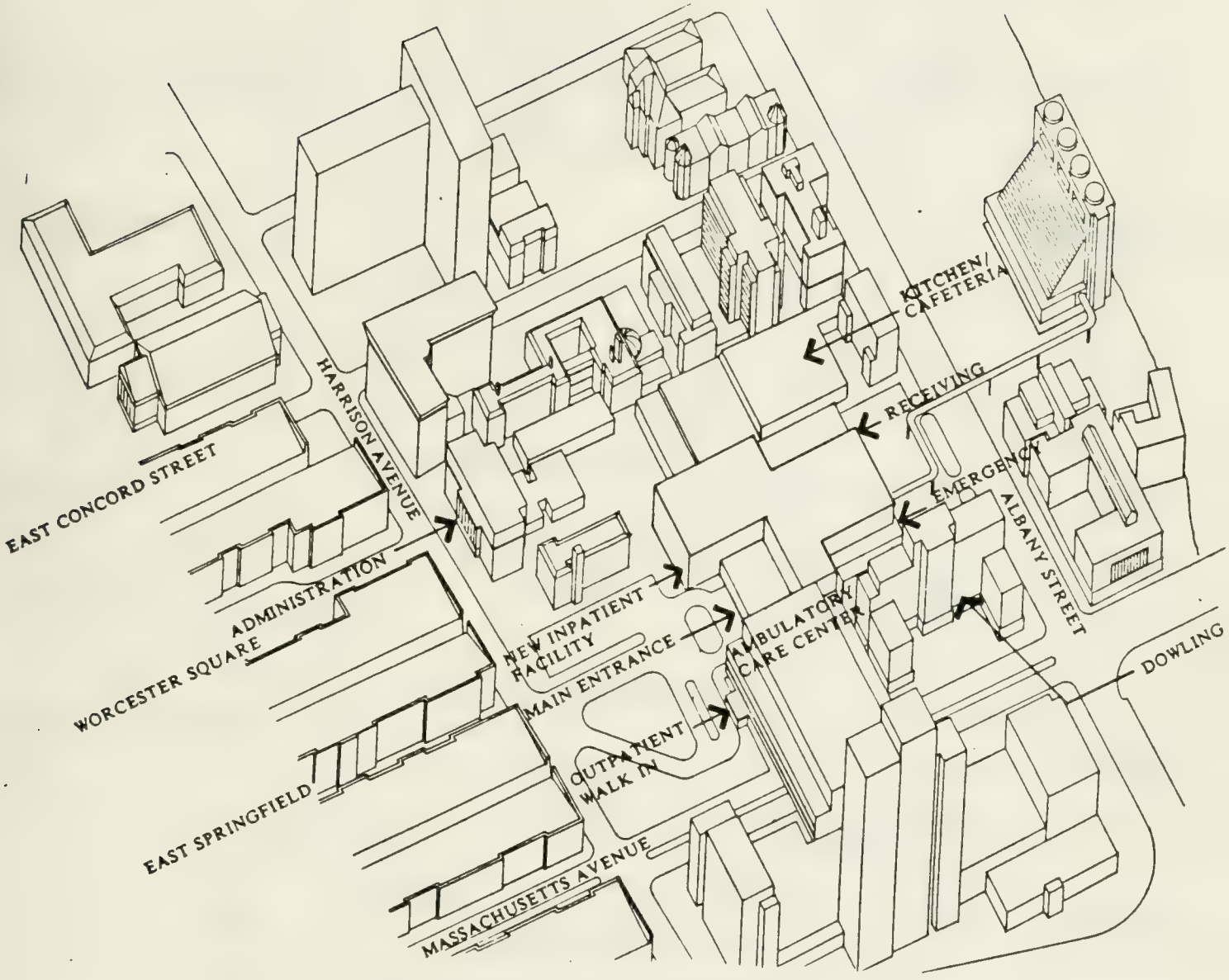

EXISTING SITE

Boston City Hospital



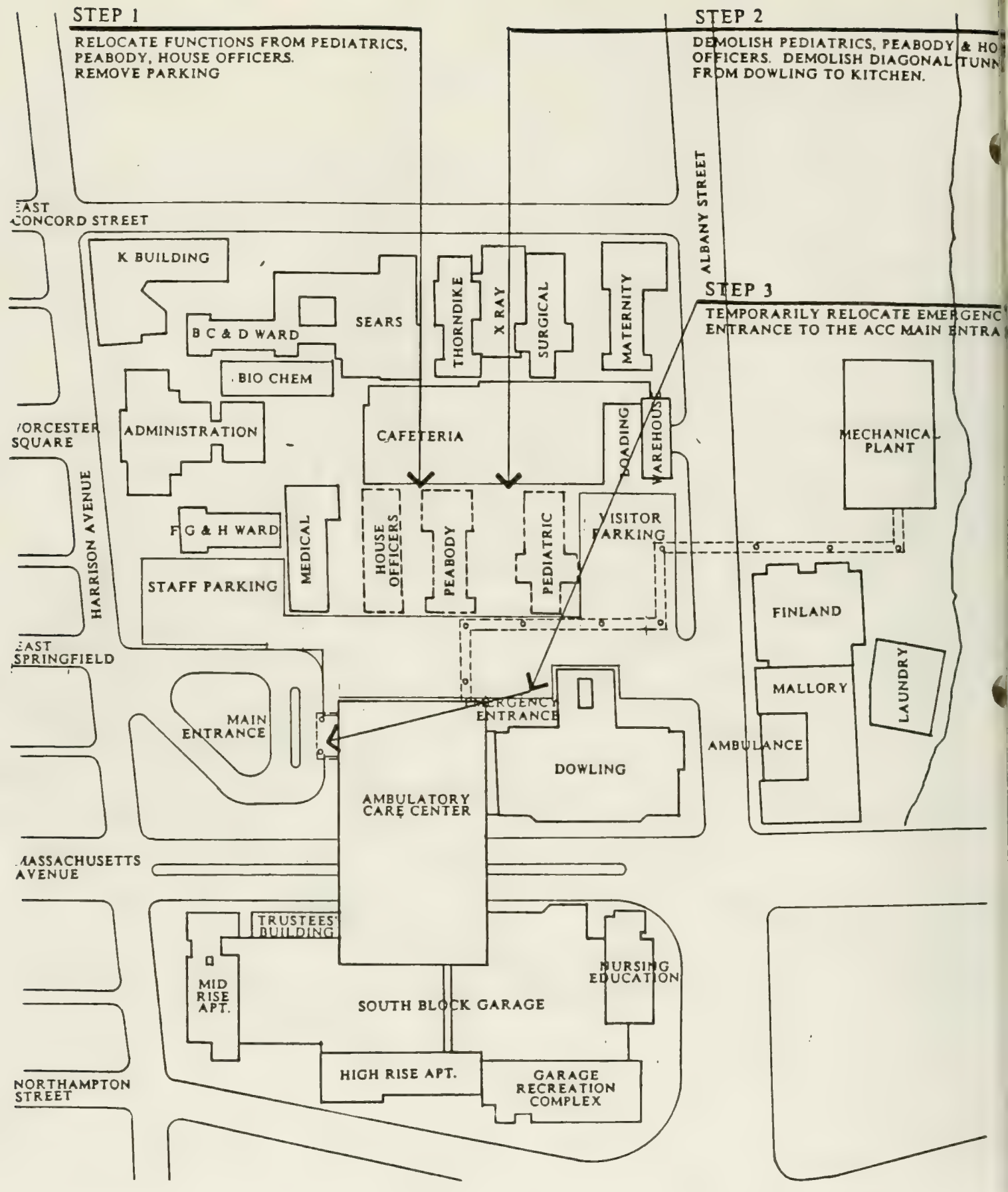

PROPOSED SITE PLAN

Boston City Hospit




PROPOSED SITE

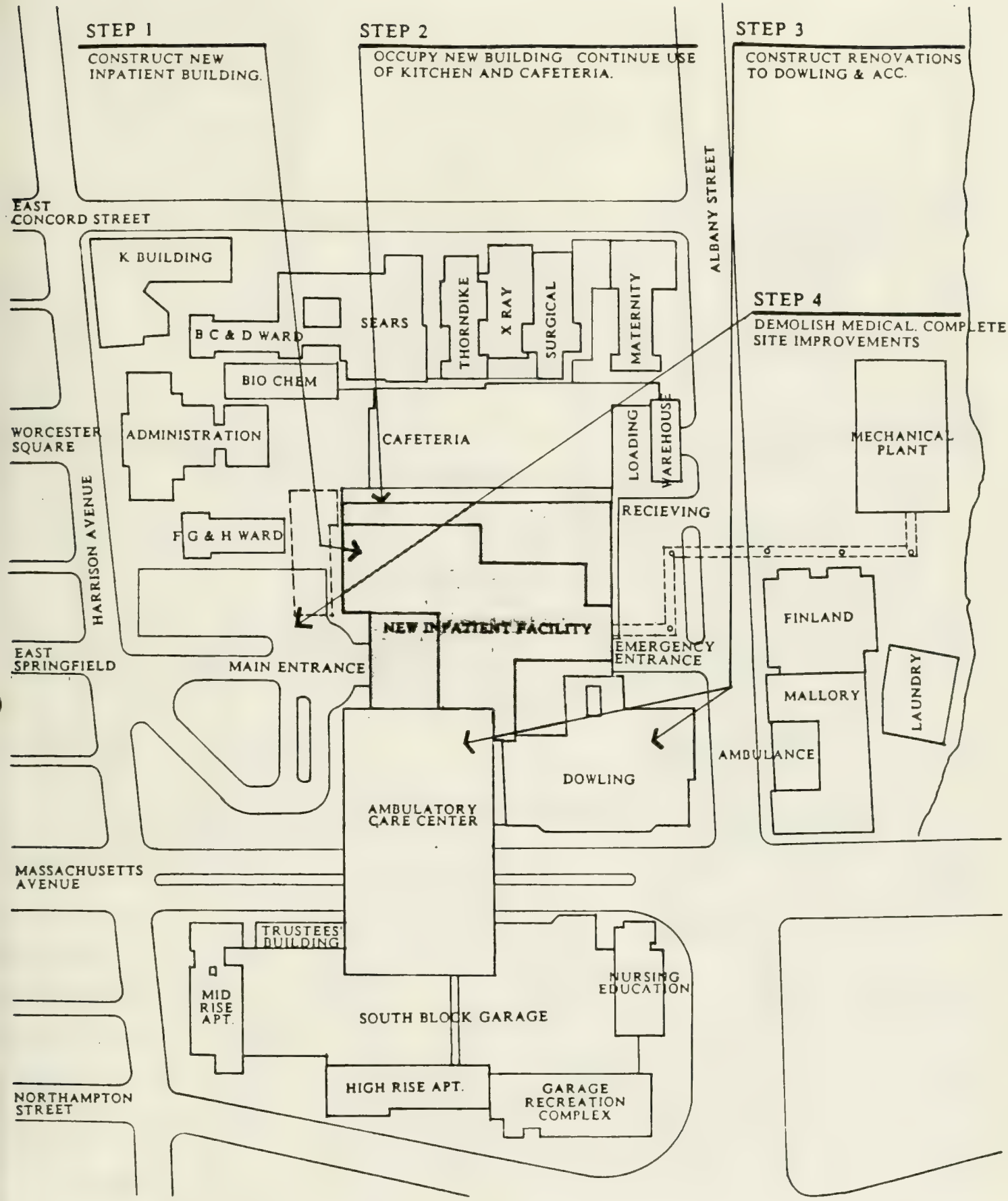
Boston City Hospital




PHASE I CONSTRUCTION

PHASE I DEMOLITION

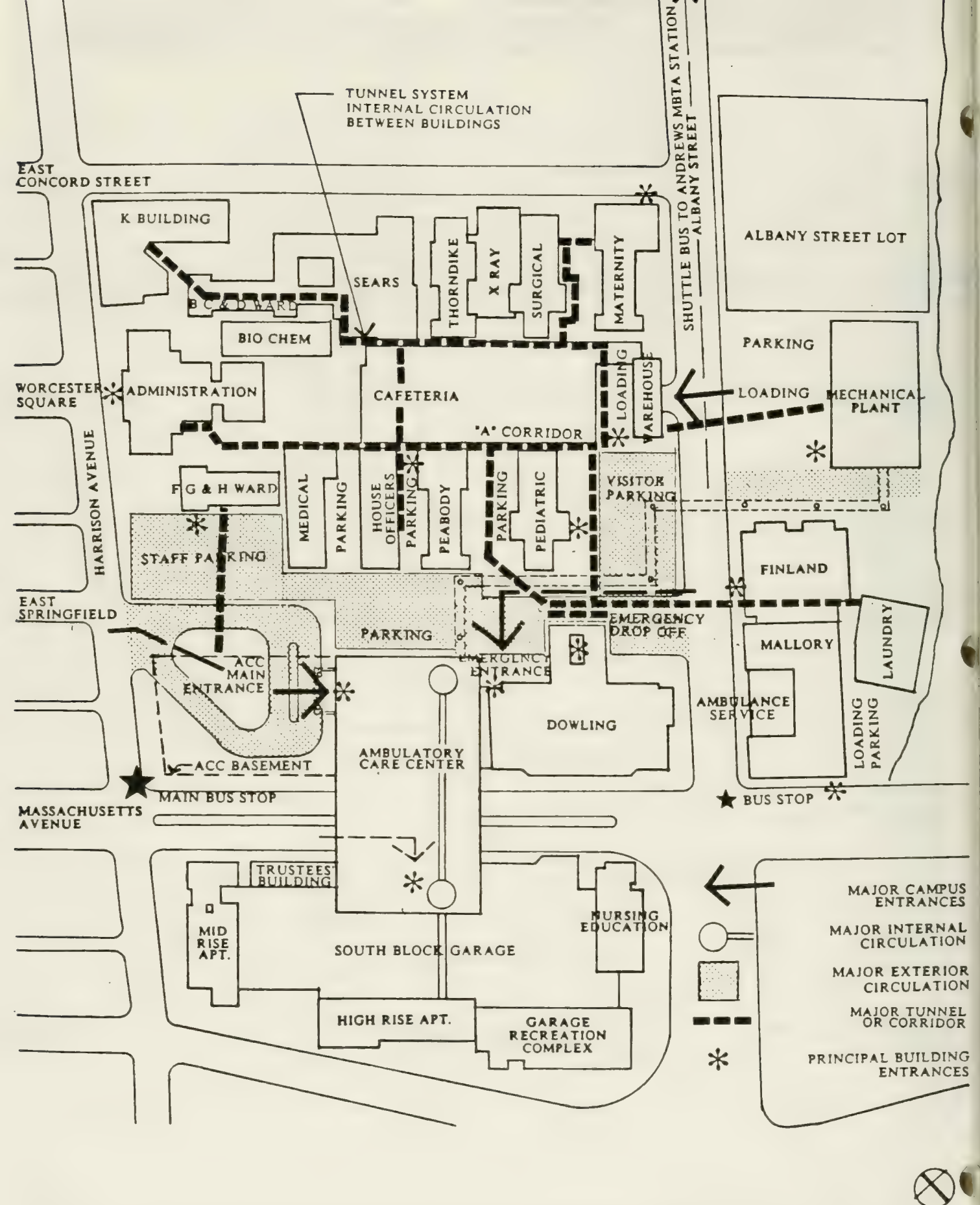
Boston City Hospita




PHASE II CONSTRUCTION

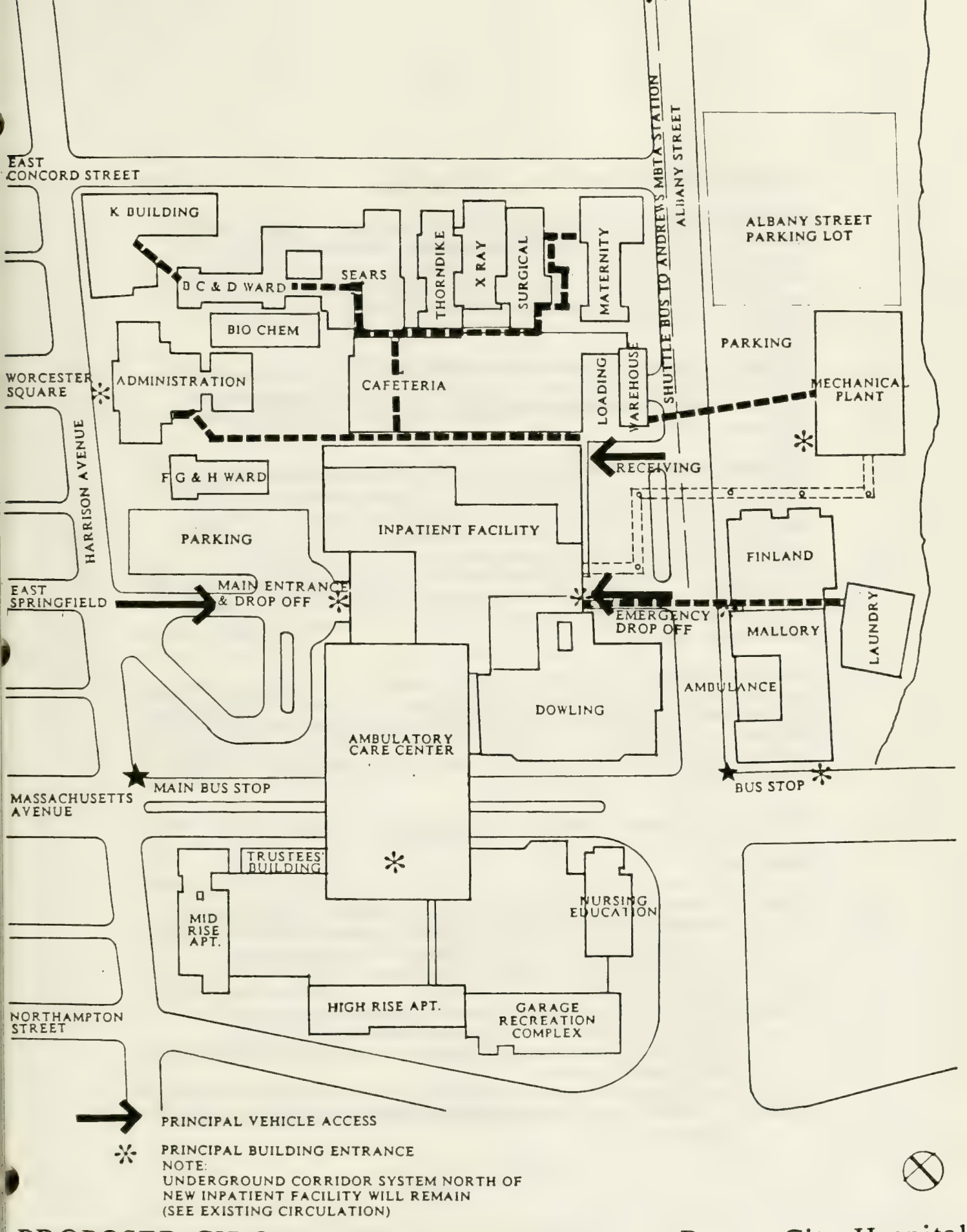
PHASE II DEMOLITION

Boston City Hospital




# EXISTING CIRCULATION & ACCESS

Boston City Hospita




# PROPOSED CIRCULATION & ACCESS

Boston City Hospital

## PROJECT TIMETABLE, COST, AND PHASING

Demolition, construction, and renovation work will be phased to insure continuous operation of all hospital services. Essential to this goal is the provision of adequate space for patient beds currently housed in buildings scheduled to be demolished, and the maintenance of diagnostic and treatment facilities, support service, and utilities throughout the construction period.

The hospital planners developed a project phasing to provide for the permanent relocations of hospital departments, interim relocations of inpatient beds and temporary relocation hospital access displaced by the new construction.

Two buildings on the proposed site -- Pediatrics and Medical -- provide 172 inpatient beds -- nearly half of the 374 active inpatient beds. Both buildings cannot be demolished at the start of the project unless these beds can be relocated. The Hospital Planning Department is currently relocating the 44 beds and related inpatient functions in the Pediatrics Building to Dowling. The Medical Building must remain in use until the new facility is functioning. This requirement established the western limit of the building footprint and was a key determinant of the construction sequence.

The Hospital Planning Department has inventoried available space on-campus for relocation of hospital departments located in buildings scheduled to be demolished. Department of Health and Hospital functions not related to BCH and currently located in these buildings will be moved off-campus. The Planning Department will orchestrate these moves to facilitate the project phasing.

The hospital planners envision two major phases of work.

Phase One

Step 1: Relocate all functions located in Pediatrics, Peabody and House Officers Buildings to interim locations in other buildings or off-campus. Remove all parking from the "bullpen lot" and between the buildings.

Step 2: Demolish the Pediatrics, Peabody, and House Officers. Relocate as required all underground utilities passing through the site. Demolish diagonal underground tunnel from Dowling to Kitchen.

Step 3: Temporarily relocate Emergency entrance to the ACC main entrance.

Phase Two

Step 1: Construct new inpatient building, abutting ACC and Dowling, and incorporating the overhead utility tube.

Step 2: Occupy new inpatient building. Continue use of existing Kitchen, Cafeteria, Warehouse, and receiving dock (to supplement the new interim receiving dock).

Step 3: Construct renovations to vacated areas of Dowling and ACC.

Step 4: Demolish Medical Building, restore site and finish site improvements.

The project proponent estimates the design and construction schedule to be as follows:

| Phase | Duration | Date |
|---|---|---|
| Phase I Demolition Documents Complete | | Apr 1989 |
| Phase I Demolition Bid and Award | 1 month | May 1989 |
| Phase I Demolition Contract | 7 months | Jun 1989 - Dec 1989 |
| Phase II Construction Documents Complete | | Sep 1989 |
| Phase II Construction Bid and Award | 5 months | Sep 1989 - Jan 1990 |
| Phase II New Construction | 36 months | Feb 1990 - Jan 1993 |
| Phase II Renovation | 12 months | Feb 1993 - Jan 1994 |
| Phase II Demolition and Site Improvements | 8 months | Feb 1993 - Sep 1993 |
| Project Completion | | February 1994 |

Estimated Construction Cost is $77.9 million and total project cost including financing is estimated as $134 million.

# 4. ALTERNATIVES

Twenty years of planning and review of options for a replacement facility for Boston City Hospital culminated in the submission of the Determination of Need Application in September, 1985. During the planning process that produced the plan adopted for the D.O.N., the project planners considered a number of alternatives which ranged from closing BCH or increased integration with other hospitals, to renovation or replacement. The "no-build" alternative as distinguished from closure was not considered because the deteriorated condition of the existing facilities do not make that option feasible. While these alternatives are described in great detail in the Determination of Need Application, a brief summary follows here to provide an overview of the planning process.

All alternatives were evaluated in the global context of Boston City's health care mission as a public hospital and its responsibility as a public facility to function as a competitive cost institution. At this time, Boston City Hospital is the only public hospital serving the special needs of the poor and underpriviledged of the City. BCH provides excellent community-responsive health care, a role that no other existing institution is likely to choose. Therefore the Board of Health and Hospitals, and the City do not consider closing the hospital to be a responsible option.

By the same token, Boston City's program of serving the acute needs of its patients will not readily be met by a closer relationship to State operated hospitals, which are oriented to other client populations. Therefore increased integration was not judged to be an effective solution.

If Boston City Hospital is to continue as an effective institution for its patients, renovation or replacement are the remaining options. As noted above, the design of the existing hospital campus will not allow consolidation, nor will the buildings themselves accommodate the current space standards for inpatient facilities. Renovation of the existing facilities would require the compromise of design standards for an operational facility, and would not produce flexible space adaptable to future change. In addition the magnitude of physical changes required taken with the gross inadequacy and deteriorated condition of the existing buildings cause probable renovation costs to exceed the costs for new construction. Renovation was therefore not judged to be a viable option.

The project planners then considered four conceptual options for a replacement hospital all of which provided a more effective facility through consolidation, and relocation on the site. Each option differed in terms of degree of renovation, configurations and siting, and were evaluated with regard to the competing requirements of construction phasing to maintain hospital operations and facilitate construction, building massing to reduce visual impact and enhance the relationship to the South End, and orientation to relate the new facility to the existing neighborhood, to provide green space, and to accommodate smoothly automobile service and ambulance access.

From the consideration of these alternatives -- documented in the D.O.N. -- a fifth scheme was developed to accomplish the best features of the four trial alternatives. This scheme was adopted for the preparation of D.O.N. Application which was submitted for review and approval by the City of Boston Department of Health and Hospitals.

Following the approval of the D.O.N. Application, the Boston City Hospital and Public Facilties Department selected an architectural and engineering team to design a new facility based on the conceptual plan presented in the D.O.N. Application.

The design team's first task was to produce a Masterplan for BCH to fulfill the objectives of the hospital rebuilding program within the cost limitations which emerged as the project budget was clarified. Based on detailed analysis of the existing campus, the neighborhood, traffic, access and in-depth evaluation of the building program, the hospital planners produced three alternative site plans. The team then evaluated the cost and effectiveness of each alternative in meeting the planning goals. Preliminary costs for these schemes ranged from $80 million to $90 million, not including site work or utilities demolition or relocation.

As this work was underway, a construction budget ceiling of $77 million was established based on an analysis of anticipated reimbursement of capital hospital construction cost and the debt capacity of the City. This budget was further defined to include all construction related costs.

Accordingly the planning team reevaluated the scope of the project with the goal of reducing the program and identifying reasonable deferrals of certain program elements to future phases. The team studied configurations of program, phasing and cost to evolve a fourth scheme which promised to fulfill the refined program requirements, to satisfy the planning objectives, and to meet the budget.

This plan -- Phase 1 and 2 of the approved Masterplan -- was selected by Boston City Hospital and Public Facilities as the project plan.

The present project offers the following environmental advantages:

The Inpatient Facility together with the ACC and Dowling provides for integrated centralized health care in a new replacement hospital with a clearly defined new image.

The Inpatient Facility is a midrise building located at the center of the site in scale with the existing ACC and Dowling: the lower scale edge of Administration and the historic wards BCD and FGH is preserved.

The Entrances are appropriately located: the main public entrance from Harrison Avenue; ambulance and service entrance from Albany Street. The building serves as a buffer to the noise and heavy traffic of the emergency and service entrances.

The building configuration is compact and sited to allow hospital support functions to continue uninterrupted throughout construction, to minimize demolition, and to permit nearly all impatient beds to be constructed in the new facility.

The building plan provides clear public and service traffic patterns, and centralized receiving facilities for trucks fully off street. The main vehicle drop-off from Harrison Street is oriented to the Massachusetts Avenue end of Harrison Street, away from Worcester Square.

At this time, the planning team is developing the preliminary design of the new facility.

# 5. EXISTING ENVIRONMENT

The Site

Boston City Hospital is located in the South End of Boston. The center of the campus is bounded by Massachusetts Avenue, Harrison Avenue, East Concord Street and Albany Street. The Ambulatory Care Center spans from this campus center across Massachusetts Avenue connecting to the "South Block" between Massachusetts Avenue and Northampton Street where the Nursing Service, Apartment Housing, South Block Garage Recreational facilities and related functions are located. The Mechanical Plant, Ambulance Service, Mortuary, Pathology Labs, and Laundry are located across Albany Street.

To serve the expanding needs of its patients, the Hospital has grown since its original construction in 1864, and now consists of a large campus of many separate free-standing buildings.

On the west side of the site are the Ambulatory Care Center and The Dowling Building linked by the Emergency Department above ground. On the east side are two parallel rows of detached typically ten-story inpatient buildings which extend from the 1931 Administration Building on Harrison Avenue, to the Warehouse on Albany Street.

Visually of the present campus is dominated by its more modern buildings. Viewed from west, the modern Ambulatory Care Center bridges Massachusetts Avenue, ending the space of the avenue. Viewed from the expressway, the Mechanical Plant is most notable: brightly colored with a great sloped glass wall, its bright yellow overhead mechanical services tube plugs into the campus like an enormous umbilicus. From Harrison Avenue the rows of high-rise twentieth century pavilion hospital buildings -- many seriously deteriorated -- dominate the north side of the block. An Administration Building was constructed on Harrison Avenue in 1930 opposite Worcester Square.

Construction of these two buildings removed and filled in portions of the original hospital complex. The two buildings which survive from that period are visible from Harrison Avenue, on either side of the Administration Building.

The inpatient buildings are linked to one another by an underground tunnel system which in turn is linked to Dowling/ACC complex, and to the Mechanical Plant across Albany Street. The tunnels provide the only indoor routes for patients and staff travel between buildings, as well as paths for utility systems.

The "courtyard" formed by the rows of inpatient buildings has been infilled by two support departments -- the Cafeteria and the Biochemistry Laboratory -- and the construction housing the corridors which serve the inpatient buildings. The Kitchen/Cafeteria is located largely below grade with skylights above grade, while the Biochemistry Laboratory is a two story metal building.

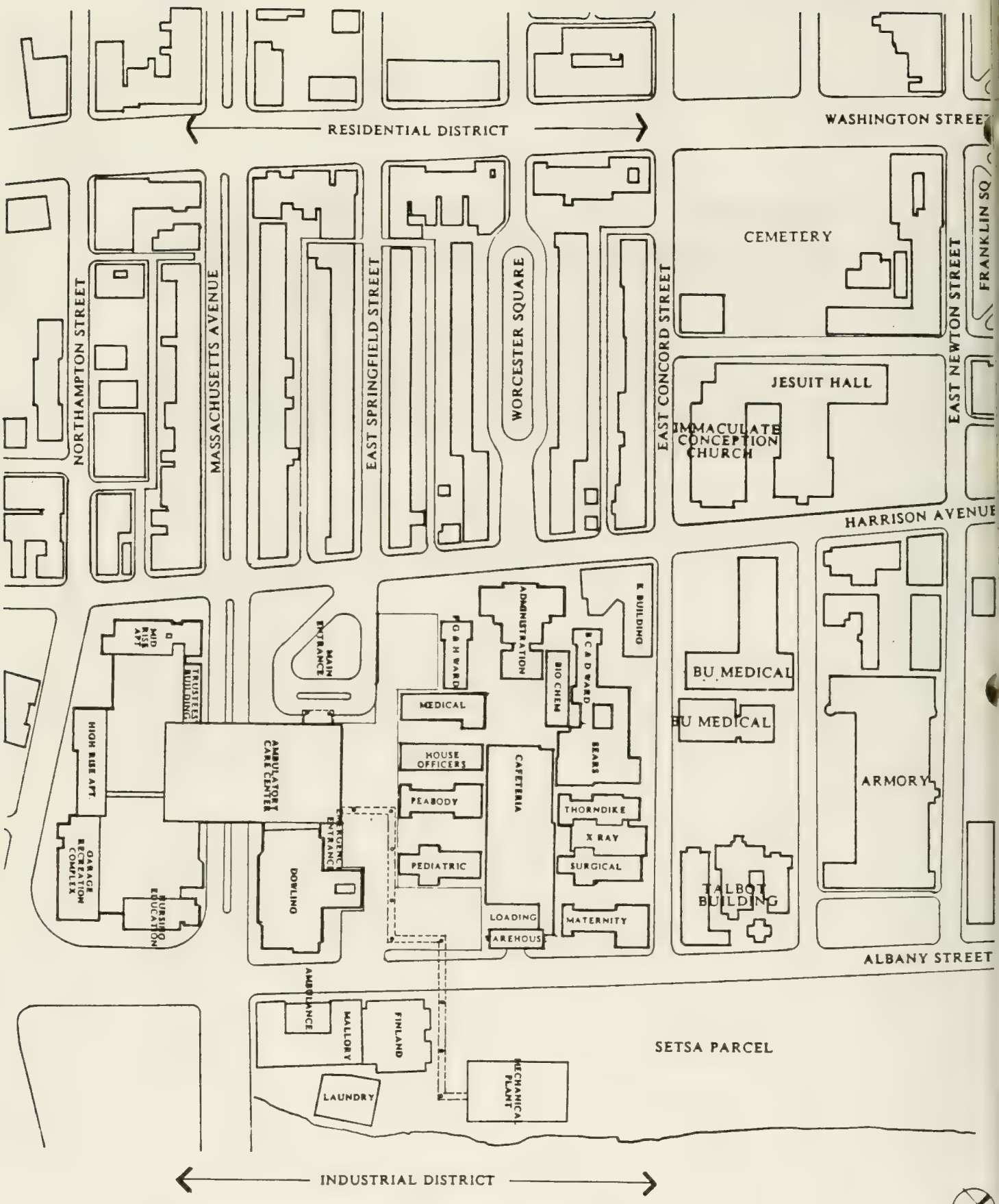
Vehicles are routed through the block in open space extending from the automobile entrance on Harrison Avenue at the plaza in front of the ACC, past the Emergency Department and the rear of Dowling, to the ambulance entrance on Albany Street. Visitor parking is located directly off this drive on the Albany Street side. Some staff parking exists on the Harrison Street side.

Finally, loading facilities are provided by the warehouse on Albany Street. The chilled water generated by the Mechanical Plant travel overhead across Albany Street to the ACC in the "Yellow Tube" which winds over the existing Ambulance entrance from Albany Street, to the east side of the ACC. Steam is received from Boston Edison, and is distributed from the Mechanical Plant. Most of this travels underground through the tunnels.

The site is urban land and is virtually entirely paved. The site was raised in the mid-nineteenth century by the addition of at least seven feet of Braintree gravel. The site as presently constructed has been described by BCH's engineering consultants as ten to twenty feet of fill; followed by ten to twenty feet of silt, fine sand and peat and/or mud; followed by clay layers that extend from thirty feet below the surface to a depth of one hundred feet, where a layer of glacial till is encountered resting above bedrock.

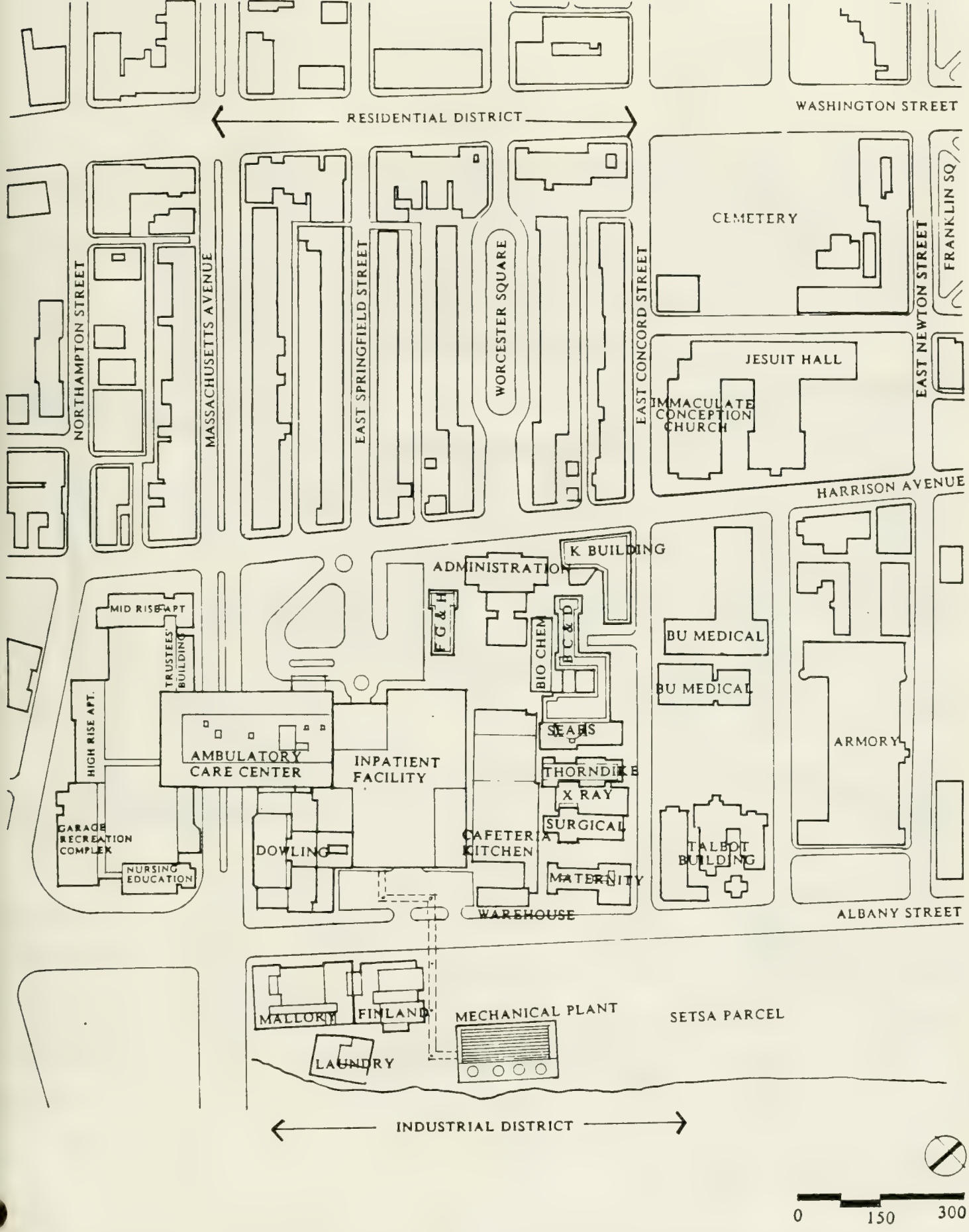
## The District

Boston City Hospital was one of the first public institutions constructed on the made land of the South End, and has grown along with the South End residential district. The Hospital Campus is located adjacent to the residential blocks of the South End, with Worcester Square and East Springfield Street terminating at the campus on the Harrison Street side. Diagonally opposite East Concord Street to the northeast is the Church of the Immaculate Conception, and across East Concord Street lies the Boston University Medical Center complex. Southeast and southwest of the site, across Albany Street, is an expanse of industrial land, backed by the South East Expressway and its access roads.



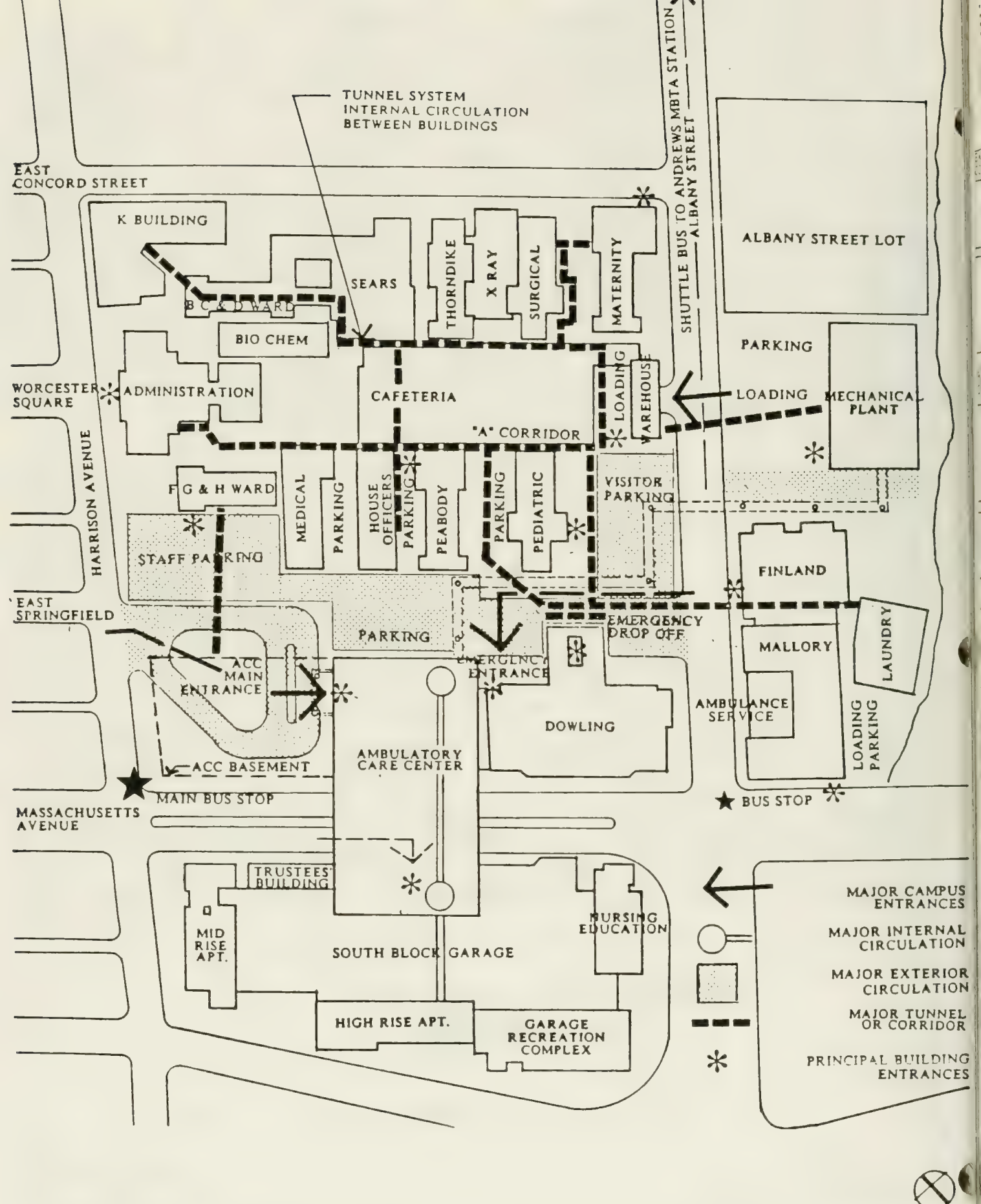

# EXISTING PLAN CONTEXT

## Boston City Hospital



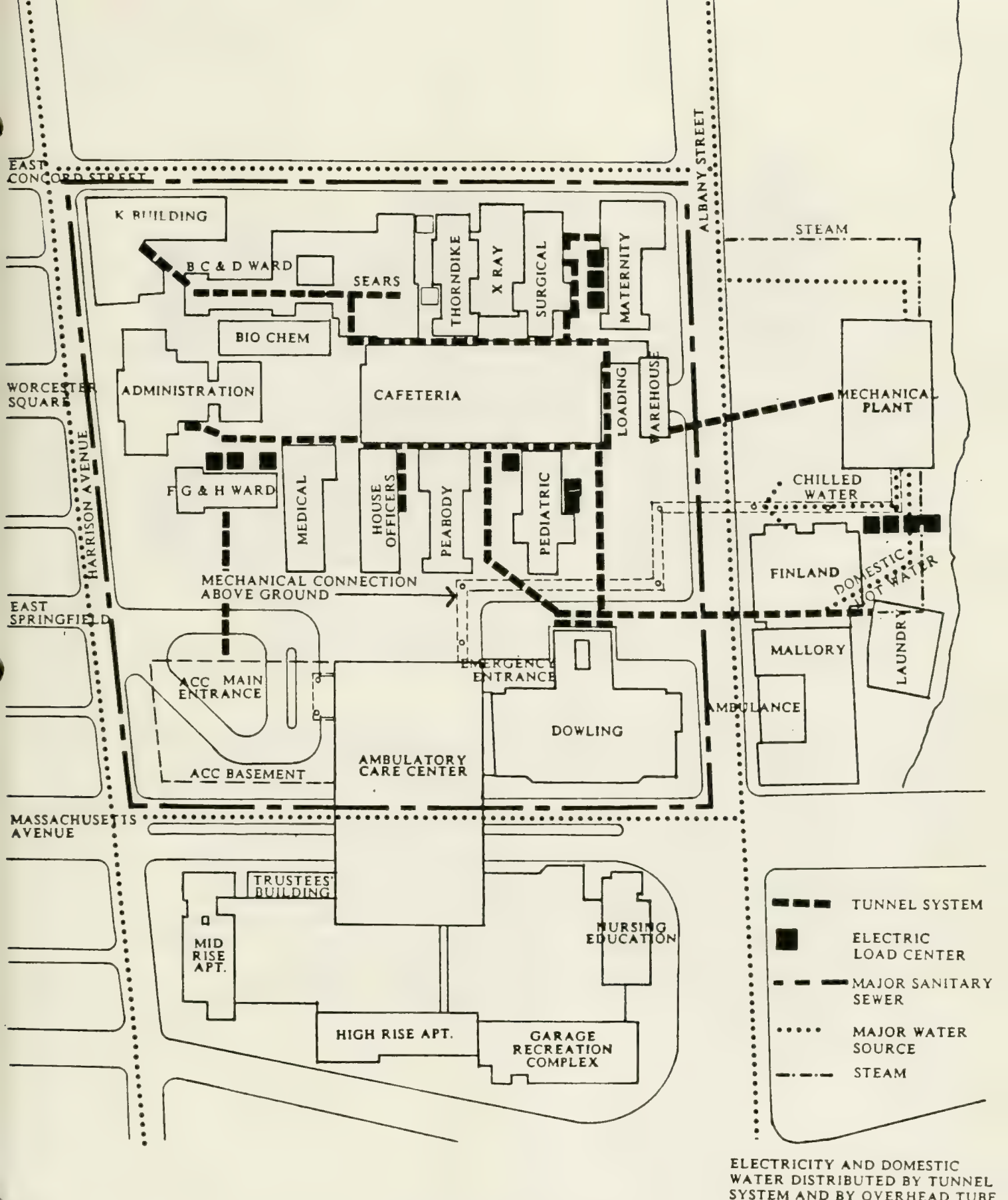

# PROPOSED PLAN CONTEXT

Boston City Hospital




# EXISTING CAMPUS CIRCULATION

Boston City Hospita




# EXISTING INFRASTRUCTURE

Boston City Hospital

## JURISDICTIONS AND REVIEW PROCESS

Boston City Hospital is located at the southeast corner of the South End proper on a 9.9 acre site bounded by East Concord Street (NE), Harrison Avenue (NW) Northampton Street (SW) and rear lot lines on Albany Street. Massachusetts Avenue, running NW/SE, roughly bisects the campus. This parcel directly abuts the South End National Register District (5/8/73) and the South End Landmark District (11/14/83) and is within the Landmark Protection Area (11/14/83).

Because of the hospital's proximity to these designated historic areas, any exterior changes to its physical plant that are funded by state or federal monies are reviewed by several historical agencies. First, at the local level, the Boston Landmarks Commission (BLC) reviews changes (under Chapter 772 of the Acts of 1977) to designated landmarks. In this case, their review would take place according to the published "Standards and Criteria for the South End Harrison/Albany Protection Area." This review is specifically limited to the issues of demolition, land coverage, height of structures, landscape and topography. The purpose of the review is "to protect views of the adjacent landmark district, to ensure that new development of major alterations adjacent to the district is architecturally compatible in massing, setback, and height and to protect light and air circulation within the District." (South End District Study Committee Report, 1983, p40.)

Second, at the state level, the Massachusetts Historical Commission (MHC) reviews changes (under 950 CMR 71) to properties listed in the State Register of Historic Places (SRHP) when the State funds or permits are involved. The South End District is included in the SRHP by virtue of its National Register and Boston Landmarks designations. Boston City Hospital itself is included in the SRHP because it is within the Landmark Protection area. MHC's review takes place according to the Criteria of Effect and Adverse Effect (950 CMR 71.05). This review looks at the issues of demolition and/or alteration, isolation from the surrounding environment, introduction of incompatible elements, and neglect or sale that will lead to deterioration or destruction. The purpose of the review is to "protect the public's interest in preserving historic and archaeological properties...to eliminate, minimize or mitigate any potential adverse effect to properties listed in the State Register." (950 CMR 71.02)

Finally, at the federal level, the MHC as the State Historic Preservation Office (SHPO), and the Advisory Council on Historic Preservation (ACHP) have the authority reviews changes (under 36CFR800) to properties listed in, or eligible for listing in the National Register of Historic Places (NRHP). Like the State Register review, the National Register review takes place according to the Criteria of Effect and Adverse Effect. (36CFR 800.9) The purpose of the review is to "identify(ing) historic properties, assess(ing) effects on them, and consider alternatives to avoid or reduce those effects" (36CFR800.1C1(ii)). Because the state and federal reviews are so similar, the State Register procedures specifically encourage coordination of the two (950 CMR 71.04).

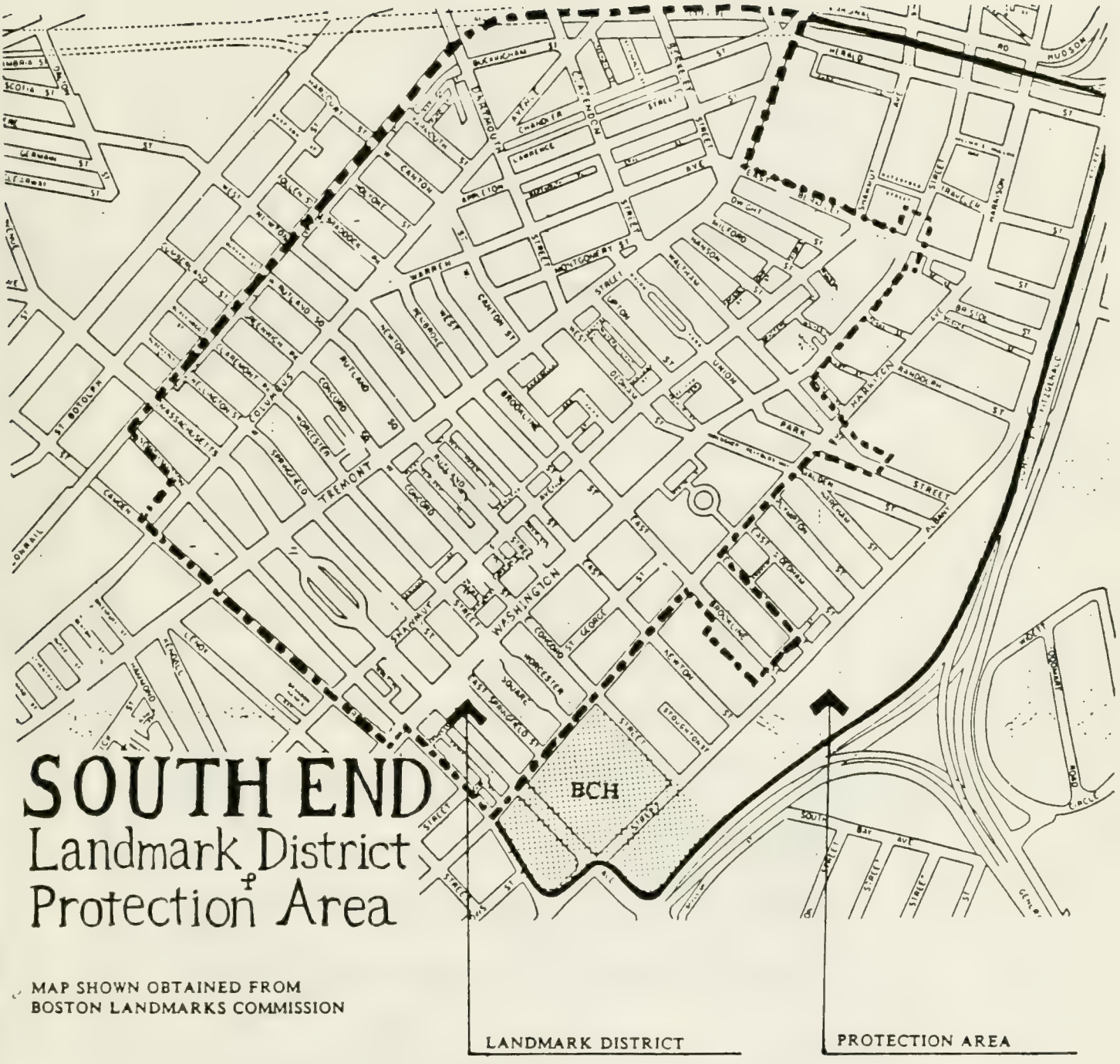
Section 6 of this report will describe the physical evolution of the hospital, document its historical and architectural significance, both as a unique complex and in relationship to the South End, evaluate its historical/architectural integrity, appraise the impact of the proposed project on historic resources, and suggest measures to mitigate any adverse impacts to historic resources.




MAP SHOWN OBTAINED FROM
BOSTON LANDMARKS COMMISSION

# JURISDICTION AREAS

Boston City Hospital




# SOUTH END
## Landmark District & Protection Area

MAP SHOWN OBTAINED FROM
BOSTON LANDMARKS COMMISSION

ALBANY STREET/HARRISON AVENUE
PROTECTION AREAS
& HISTORIC DISTRICTS

Boston City Hospita

STANDARDS AND CRITERIA
SOUTH END HARRISON/ALBANY PROTECTION AREA

General Standards

As provided in Section 4, St. 1975, C. 772, as amended, the only items subject to design review in a Protection Area are:

Demolition;
Land Coverage;
Height of Structures;
Landscape; and
Topography.

The goals of the Protection Area are to protect views of the proposed adjacent Landmark District, to ensure that new development of major alterations adjacent to the District is architecturally compatible in massing, setback, and height and to protect light and air circulation within the District.

Specific Standards and Criteria

1. Demolition In general, demolition of structures in the Protection Area may be allowed subject to prior approval by the Commission.

2. Land Coverage Setbacks may not exceed ten (10) feet from the back of the sidewalk line unless otherwise approved by the Commission except that a setback of greater than ten (10) feet may be allowed if the setback is consistent with adjacent setbacks or if the site is adequately landscaped.

3. Height of Structures New Construction, reconstruction, exterior replacement or alteration may not produce buildings lower than thirty (30), nor taller than:

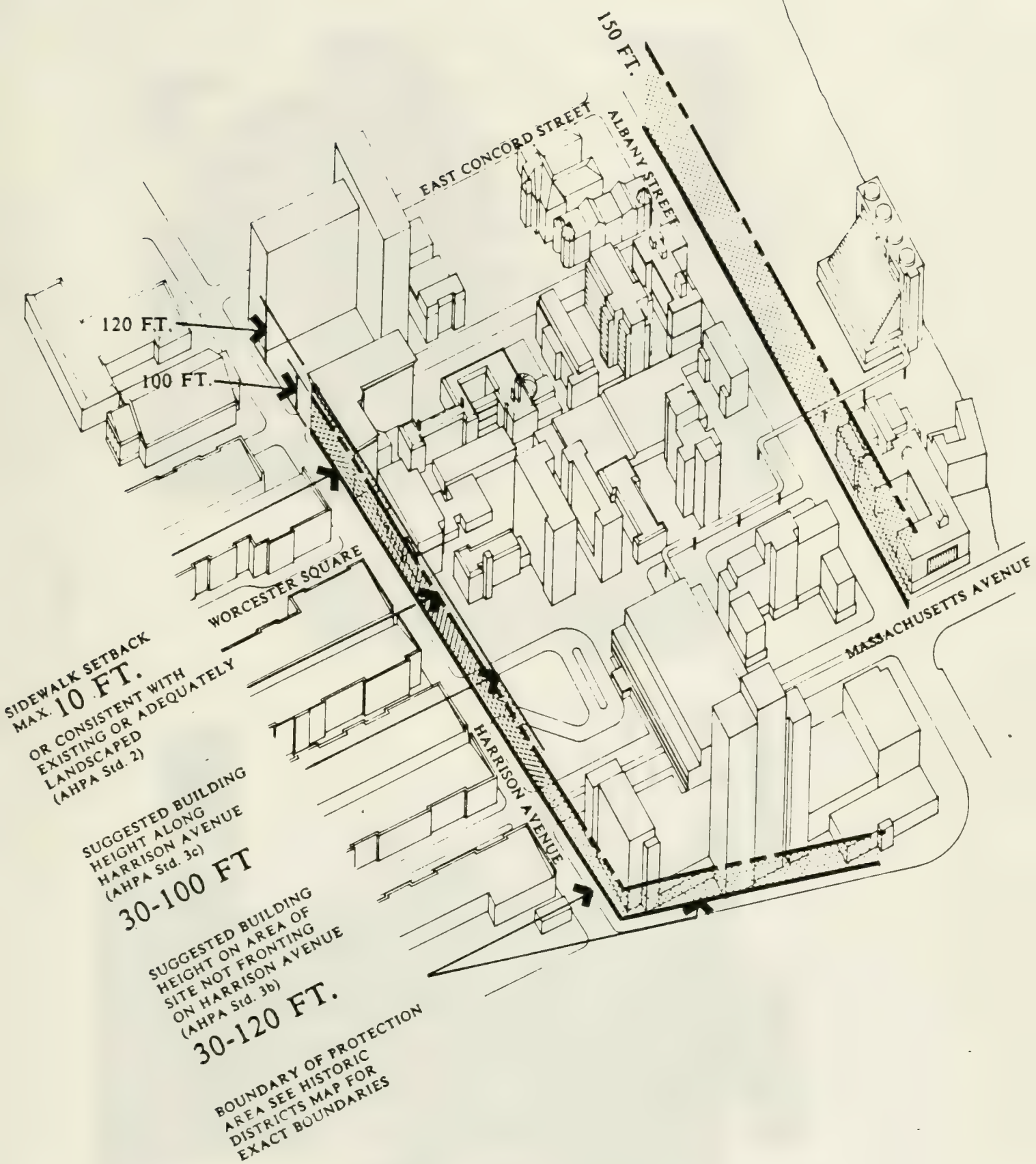
a) 150 feet in the area southeast of Albany Street,
b) 120 feet southwest of E. Brookline Street except fronting on Harrison Avenue, and
c) 100 feet northwest of E. Brookline Street and the remainder of the Protection Area.

Additions or penthouses higher than the allowed heights may be allowed if they are not visible from the nearest public way within the Landmark District.

4. Topography No major changes in topography are allowed within the Protection Area.

5. Landscape In general, landscape changes within the Protection Area must not obstruct views of the elements of the adjacent Landmark District from any public ways in the Protection Area.

If surface parking adjacent to streets is proposed, then a visual barrier of landscaping is encouraged.




# AHPA MASSING GUIDELINES

Boston City Hospital



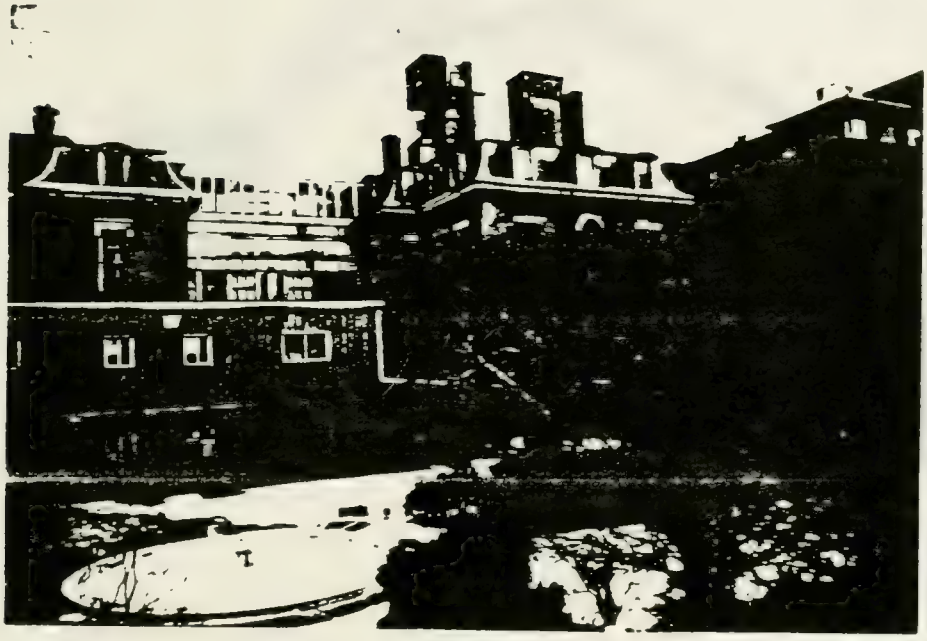
Intersection of Massachusetts Avenue (left) and Albany Street (right) showing Ambulatory Care Center and Dowling Building.



Albany Street looking north east. Mechanical connection above street.



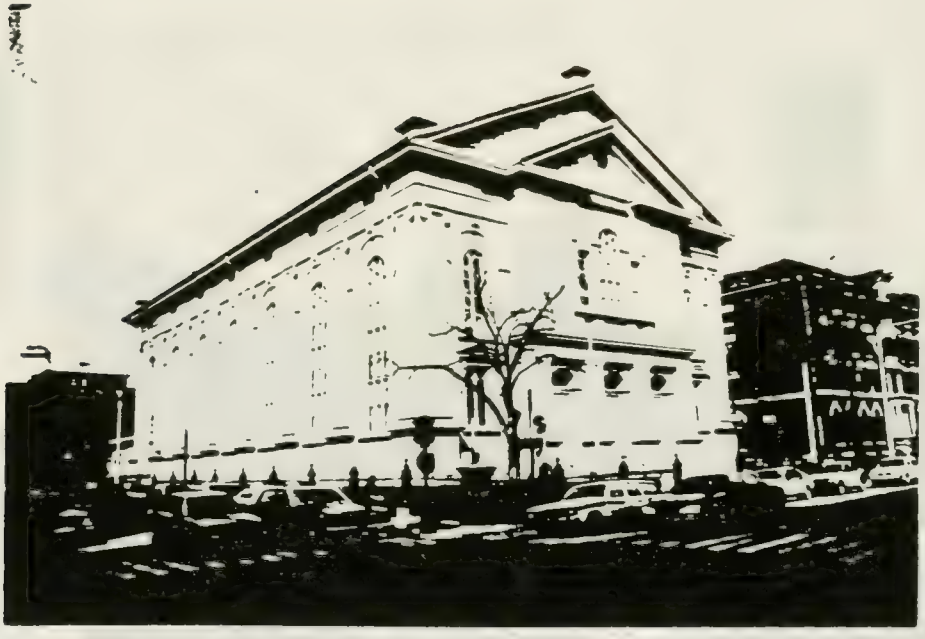
East Concord Street looking north west.



Interior "courtyard" - Biochem in foreground and Sears i
background.



Worcester Square - South End Residential District.
Harrison Avenue in foreground.



Church of the Immaculate Conception

# 6. HISTORICAL RESOURCES

## INTRODUCTION

This chapter will identify historical resources, evaluate their significance, describe the effects of the proposed project on these resources, and describe measures proposed by the project proponent which mitigage these effects.

The report will focus on both the history and evolution of Boston City Hospital as a complex, as well as address the historical significance of individual buildings.

The historical significance of the complex will be addressed in terms of the medical, social and urban design perspectives as well as architectural history.

## SUMMARY HISTORY

The establishment of a City Hospital, to fill needs not met by existing public hospitals at Deer and Rainsford Island and the private Massachusetts General Hospital, was discussed as early as 1848. It was not until 1860 however that a committee was appointed to consider a site and to obtain architectural plans. Restricted in their search to South Boston and the new South End, the committee reluctantly chose the present South End site despite its tidal flat nature and proximity to the noxious Roxbury Canal. A key factor seems to have been cost since the City already owned the site and used it for an Agricultural Fairground.

A design competition was held in 1861, and fourteen architects submitted plans. After much deliberation by the hospital committee, city officials, and consulting physicians, the plans of prominent Boston architect, Gridley J. F. Bryant were accepted. Cost was once again a factor, but Bryant's scheme was also much admired for its elegant Renaissance styling and its thorough isolation of wards to prevent the spread of disease. Before construction, Bryant's original scheme of six pavilion-wards set around a central Administration Building, was cut back to two wards and it was reoriented from East Springfield Street to Harrison Avenue. These two modifications by the Committee served to hold down costs and to lessen the impact of the Roxbury Canal.

In 1861-64, the Civil War years, a domed Renaissance Revival style Administration Building was constructed near the center of the site with flanking Second Empire style wings stretching out to Harrison Avenue and forming a large, formal forecourt. The scale and style of the hospital buildings complemented the existing architecture of the South End, while the park-like forecourt extended the green space of Worcester Square on the opposite side of Harrison Avenue. Following accepted hospital design practice, the Northern Ward Pavilion I (B,C,D) on East Concord Street was set aside for surgical purposes, while the Southern Ward Pavilion II (F,G,H) on East Springfield Street received medical patients. Completing the original group were a Porter's Lodge at East Concord Street and Harrison Avenue, and a Boiler House aligned behind the Administration Building on Albany Street. The following year, an isolation ward, known as the "Foul Ward" was constructed at Albany and East Springfield Streets. Over the next ten years, conditions at the Hospital became very overcrowded, so that a major building campaign was authorized for 1875-77. By this time, ideas about hospital design had changed in response to advances in medical knowledge, and Bryant's master plan was abandoned.

Rather than continue the idea of pavilion wards set at the edges of the campus, around the administration building, cruciform plan Second Empire style Surgical and Medical Buildings were inserted between the existing Administration Building and Pavilions, and temporary "Iron Clad" wards (P & T) were constructed behind. A kitchen was also erected behind the Administration Building. This established a strong bi-lateral symmetry and confirmed the hospital's division into Surgical (north) and Medical (south) sides. Importantly, the Surgical Building contained a new operating theater to replace the original cramped and inconvenient quarters in the dome of the Administration Building. The extent of these changes led many to call the hospital the "New Boston City Hospital."

The next major building campaign occurred in 1884-88, compelled by the growing patient population, a major increase in contagious cases and improved levels of care. Two Contagious Wards were inserted on the Medical side between the "Iron Clad" Ward T of 1875 and the "Foul Ward" of 1865 to care for cases of scarlet fever and diptheria. Additionally, a Nurses' Home was constructed on the south corner of Harrison Avenue and East Springfield Street in 1885, and an Entrance Office Building was constructed on the opposite north corner. These represented improvements in patient care and service: the Nurses Home removed staff from wards and permitted an increase in numbers, while the Entrance Building provided space for the Hospital's growing outpatient departments. Finally, the size of the hospital campus was increased with the taking of the block between East Springfield Street and Massachusetts Avenue in 1889.

In the 1890's, the same conditions that had led to expansion in the 1880's repeated themselves. However increased knowledge about contagious diseases made the integration of wards for treatment of such cases into the main hospital group seem totally inappropriate. Thus, the block between Massachusetts Avenue and Northampton Street was acquired to construct a separate complex to isolate and treat contagious diseases. Designed in the Neo-Federal style, this complex consisted of two patient Wards, an Administration Building, two Nurses' Homes, a Laundry and a Domestic Building. Known as the South Group, this complex was nationally recognized for innovations in the treatment of contagious disease.

Many other buildings were added to the older campus as well in this period. The Pathological Building of 1894 provided modern laboratory facilities for research into infectious diseases and other issues. The enlargement of the Surgical Building (Sears Building) in the same year added additional operating rooms and refitted the entire building with non-porous interior surfaces like marble, glass, glazed tile and hard cement plaster. Two other important buildings of the period included a Surgical Ward of 1894-95 and the Ann White Vose Nurses' Home of 1897.

During the first decade of the 20th century, the hospital continued to expand with low-rise buildings including the Surgical Out-patient Department Building (K) of 1901-03, Pavilion III containing Wards K,L,M of 1901-3, and the Burnham Memorial Ward Building (Peabody) of 1907-09. After that, in the 1920's and 30's, new buildings designed in the Beaux-Arts and Moderne styles respectively, became increasingly taller and larger in scale, thereby losing their relationship to the surrounding residential and institutional buildings of the South End. The last and largest of these buildings was the Dowling Surgical Building of 1937. Major physical changes at the hospital came to a halt after that until the mid-1970's when the entire South Group, along with the buildings on the East Springfield-Albany Street parcel were demolished for the Ambulatory Care Center and new South Block construction.

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Michael S. Dukakis
Governor
Frederick P. Salvucci
Secretary
and
M.B.T.A. Chairman

May 20, 1988

CENTRAL ARTERY/THIRD HARBOR TUNNEL UPDATE

In the year since our Congressional Delegation succeeded in securing eligibility for 90% federal funding for the project, we have made steady progress toward construction on the timetable previously announced, with significant participation and input by City neighborhoods and the City government. Generally, our activities have included the following:

1) Building the engineering capacity to develop and oversee the construction of the artery/tunnel project.

2) Building a public participation process to be sure that our design and construction process benefits from the advice of the City of Boston, abuttors, neighborhoods and regional interested parties, and to provide others with reasonable expectations of our project.

3) Refining preliminary engineering developed by Bechtel Parsons based upon city and community input. Identify mitigating measures as appropriate. A description of changes with improvements developed as a result of this process in individual neighborhoods is attached.

4) Working with Governor's Building Opportunities Task Force to develop programs to provide training to participate in economic opportunities of the project.

5) Initiating financing study with Lazard Freres to prepare background for decision on possible roles of MTA and/or MPA in operating projects when completed.

6) Initiating TRANSCCOM with City of Boston to improve traffic communication process among public agencies well in advance of artery/tunnel construction initiation.

7) Securing passage of the Transportation Bond Issue which provides the funding authorization to proceed with mitigation measures for CANA, and other key highway and transit initiatives.

Current Status

During 1986, we were asked to explore the possibility of reducing the implementation time for the artery/tunnel project in order to accommodate the expected implementation timetable of the Fan Pier/Pier 4 project (at that time a major development objective of the City of Boston). We announced in January, 1987 that, provided we enjoy cooperation and support of City, State, and federal permitting agencies, it should be possible to improve the timetable by approximately four years, so that the tunnel itself could be open to traffic in late 1994, and the project completed with the removal of the elevated artery by late 1998. The subsequent delays in the Fan Pier project have removed the initial impetus for this timetable, but we are working to hold to it in view of the desirability of avoiding inflation costs on the project. At this point, provided we receive adequate support by City, State, and Federal permitting agencies, we continue to believe that timetable is ambitious but achievable.

Between December 1986 and November 1987, our design team focused on refining the concepts approved in the 1983 Environmental Impact Statement in order to proceed into final design and construction. In November we initiated an intense period of review and revision of that work based upon open public meetings in each of five affected local neighborhoods, and weekly coordination meetings with the City agencies under the coordination of Commissioner Dimino. Generally, the results of

this process have been designs with less environmental and neighborhood impact than previously identified, more benefit to the neighborhoods, and significant response to the stated concerns of the City, the neighborhoods and abuttors. Our progress, area-by-area, is briefly summarized below.

East Boston -- The 1983 approved plan had already committed to an alignment which totally removed the tunnel from the East Boston residential community and placed it in the airport. The one outstanding issue was impact during construction on the East Boston stadium, a major park in a community long starved for adequate open space. In November we presented a plan which totally avoids the park, improves the relationship of the park to the adjacent community and enlarges it, and which improves the highway standards of the tunnel connector. This change does increase the impact upon several air freight businesses on the airport which would require relocation at Logan by Massport. Response from the city and the community has generally been enthusiastically positive.

Work is continuing on the refining of the design work involving the Airport (T) Station and the relationship of the ramp connection to existing Route C-1 to avoid some of this impact upon air freight businesses, and avoid any adverse impact upon the adjacent community, and provide in cooperation with City agencies for an improved edge between the community and the

airport. It is hoped that these refinements will be completed within the next several weeks.

South Boston -- In November 1987, we presented to the South Boston community plans for the tunnel which included a truck access road along the Conrail right-of-way. This truck access road, and a "South Boston bypass" has long been sought by the South Boston community and requested by the City as a measure to permit construction trucks destined for City sponsored development to gain access to the CBD and Fan Pier without adding truck traffic to South Boston streets. The commitment by the State to construct this South Boston bypass means that before construction begins on the tunnel, the South Boston community will experience a significant benefit as truck traffic which has traditionally used South Boston streets to access the seaport will be rerouted to this truck road, benefitting the trucking and industrial community as well.

The City and Massport registered concerns with the exact alignment of the Seaport access portion of the tunnel in South Boston, and requested changes to permit compatibility with development objectives of the BRA and Massport. In order to avoid any conceivable impact upon the shipbuilding and ship repair activity at General Ship, the City suggested relocating General Ship and several fish processing businesses. Instead, our designer revised the alignment to accommodate the City and

Massport development objectives, to totally avoid General Ship, and to avoid any need to relocate the fish processing companies. All public agencies, the South Boston community, and South Boston elected officials have now indicated support and great pleasure at the finalized alignment. It has taken approximately four extra months to respond to these added concerns which came from our public participation and the City proposals, but it is a better project for it. We have asked the Bechtel Parsons group to make every effort to absorb the added four months and still deliver a drivable tunnel by December 1994, and they have indicated that they will make every effort to do so but that solid support for permits from City, State, and Federal agencies will be absolutely essential.

South Bay Interchange -- This interchange between the Massachusetts Turnpike, Southeast Expressway, Central Artery, and Seaport Access Road to the I-90 tunnel to Logan has always been the critical element in the project. Its complexity as designed in the 1983 approved plan would have been very difficult to build, difficult to drive through after construction, and difficult to develop for air rights development afterward. It also eliminated the Pagoda Park, heavily used by the Chinese community, and had a major impact upon the Roxbury Canal, which affects the water flow critical to the Gillette Company's industrial operation. In November 1987, we presented to the abutting communities a simpler interchange which avoided the impact upon Pagoda Park, improved the developability of eventual

air rights, and reduced the complexity somewhat, but continued to affect the Roxbury Canal. Continued design refinement in cooperation with Gillette has now developed a simplified interchange which will substantially avoid the impact upon the Roxbury Canal.

There are two outstanding issues in this area, both relating to City requests:

1. We are investigating the feasibility of expanding the Turnpike westbound capacity and providing an off-ramp to Berkeley Street (displacing the Arlington Street westbound on-ramp) in order to absorb some of the traffic generated by the expanded development the City is considering in the Prudential-Back Bay area. This may or may not be feasible or desirable, but it can be explored without delaying the design of the interchange so we have agreed to pursue it.

2. Pursuant to Mayor Flynn's request, we are engineering the Seaport Access Tunnel with and without a Red Line Loop physically under it. Since no consensus yet exists on the best way to provide transit service to the Fan Pier area, we are keeping open the Red Line Loop option, notwithstanding unresolved issues with Gillette and the lack of identified means to finance it. By pursuing engineering of both possibilities with and without the Red Line Loop, we can keep open the option without losing schedule time on the

Seaport Access Road, but obviously it is desirable to resolve the Red Line Loop sooner rather than later.

Kneeland Street to High Street -- In order to cooperate with the City development plans at International Place, we have pursued engineering studies in the High Street vicinity to identify the conditions under which a temporary relocation of the High Street ramp is acceptable from a DPW point of view. Further south, in order to comply with Federal and State environmental law we have explored the possibility of locating the northbound direction of the Central Artery under Atlantic Avenue rather than under the Fort Point Channel. From the study to date, it appears to be not only feasible to locate the roadway under Atlantic Avenue, but actually less complex and expensive. Considerable effort is now underway to determine how to minimize construction disruption in this sensitive area with a committee of abuttors. They have asked that we consider a variety of alternatives. That process, which is now underway, will take several months. The exact location of ramps and quality of design of air rights uses are of major interest for these abuttors. The City has suggested some concern with ramp relationships, but has not yet made specific proposals. Our objective is to see these issues of ramp location resolved over the next few months so that issues of construction mitigation and use of air rights can receive the focus they deserve.

North End - The 1983 approved alignment avoided any taking of housing or buildings in the North End or Blackstone Street area, but did require the taking of the parking lot under the artery which is essential to the Blackstone Street pushcart merchants and the Cross Street merchants. The EIS included commitments that prior to disruption of the parking lot, suitable replacement parking would be in place. In addition, the EIS design located a large ventilation building immediately adjacent to the North End Nursing Home and housing, creating a scale and construction problem. In the community meetings convened in November, the State advanced a concept of providing for replacement parking, some expansion space for merchants, and the ventilation facilities in a combined facility located on the BRA-owned parking lot over the MBTA Haymarket Station at Congress and Hanover Streets, immediately adjacent to the Blackstone Street pushcart market and a reasonable distance from the closest residence. This building would be compatible in scale with the adjoining neighborhoods and is being reasonably received by the community. A task force of pushcart and Cross Street merchants, restauranteurs, and an equal number of North End residents is working to develop this design. This "mitigation measure" will be constructed and in place before the major construction begins. Reaction to the proposal by the Boston Preservation Alliance has been positive. Discussions with the previously tentatively designated developer and BRA regarding the site have been amicable and appear close to resolution. We expect to work closely with the BRA on the site acquisition and design issues.

Other issues of future use of air rights and construction sequencing and mitigation are of major interest, but cannot proceed until exact ramp configurations are worked out with the City, which needs to occur soon. The City has indicated concern with the 1983 plan but hasn't yet proposed specific alternatives to be considered.

Leverett Circle - North Station - This area is a very complicated confluence of Green Line and Orange Line service, commuter rail, Central Artery ramps, and the City plans for a new arena. The 1983 approved plan included a significant ramp in the Charles River, and a construction staging issue concerning the loss of function of the connection from Storrow Drive to I-93 for a period over 18 months. In 1985, to accommodate a site for a new Charles Street Jail in order to bring the City into compliance with court order, and save the City $45 million, the ramp plans were altered to provide a jail site and remove the ramp from the river. Since 1985, there have been well developed plans to relocate the Green Line into a subway in order to improve transit service to the arena and improve the development opportunity in the area, and proposals to extend the commuter rail track to increase capacity. These plans have been updated to accommodate handicapped accessibility to the commuter rail facility as advocated by the City of Boston. During the 1987 engineering period, Bechtel Parsons developed a plan for barge and ferry facilities adjacent to North Station to accommodate the removal

of fill and lessen impact on commuter traffic and city and state highways.

In November 1987, at the neighborhood meeting on the area, there were no new roadway proposals, just an outlining of the problems we would try to resolve. We have now developed four basic approaches to solving the traffic requirements with reasonable construction staging and compatibility with the City development proposals. Over the next two months these should be resolved to one basic design through a dialog with the City and abutting community. All four of the alternatives respond to stated community concerns by the Charlestown community to retain more distance between the main elevated I-93 and residential Charlestown then the 1983 approved plan provided, to leave more of the MDC Dam open to the sky, and reduce impact upon the abutting Charles River and Stop & Shop building. Any of these four plans represents a significant improvement over the 1983 plan. The task now is to pick the best plan in cooperation with the MDC, the City, and abutting neighborhoods and the potential adjacent developers.

In a March 31, 1988 letter to the Governor, Mayor Flynn identified a number of issues about which he was concerned. Although a number of these issues are addressed in the above update, some additional comments on each specific topic raised in that letter would be useful.

Disposal of Fill

The Artery/Tunnel project will require the disposal of 7 - 8 million cubic yards of fill, over 5 million cubic yards from the tunnel and seaport access road alone. In the 1983 Environmental Impact Study, it was assumed that the fill would be trucked to a multitude of as yet unknown land based sites, requiring further environmental analysis, but certainly involving a major trucking impact upon city and regional roads. The City and abuttors advocated consideration of barging to remove the fill with less impact upon regional and city highways.

During the recent engineering by Bechtel Parsons, it has been determined that most of the fill is of reasonable quality, and useful for capping areas of contaminated material except that the high salt content of the soil makes it preferable for use in a marine environment. There are two marine locations under consideration which currently represent environmental hazards which could be improved by using this fill -- Spectacle Island in Boston Harbor, and the "foul area" located approximately 20 miles off-shore. These sites have the added advantage of being accessible by barge, in order to relieve truck traffic impacts upon city and state roadways. We have initiated the environmental process with the Federal Environmental Protection Agency for both sites, and need to determine which site or combination of sites will be most beneficial. This represents a

very creative solution by our engineers to convert a problem into an opportunity.

Other Issues Raised by the City of Boston:

1. Neighborhood Mitigation Measures -- The principal measure to mitigate adverse impacts on adjacent neighborhoods is to design a project which avoids impact on the neighborhoods. That is why so much effort has gone into a project which avoids taking a single house, and requires mostly vacant land already used for transportation. The East Boston alignment has no impact on the residential community and improves the major park serving the neighborhood. In South Boston the alignment totally avoids the residential community and the truck bypass will remedy a long-festering problem of truck use of residential streets. In Chinatown regional traffic on Beach Street will be reduced, and a parcel of land along Hudson Street can be taken from highway use and given to the community. In Charlestown the highway alignment will move further from the community.

   In these neighborhoods, through the design process, the project has become primarily an opportunity to improve upon the existing situation, even during construction.

   In the North End and Waterfront, the project will remove the major disrupting elevated highway from the area and offer the opportunity for those neighborhoods to recapture land

and improve relationships to the rest of the City but the construction process is directly adjacent to the communities and must be programmed very carefully to reduce inconvenience during construction.

That is why the strategy to barge fill to Spectacle Island and/or the foul area has been devised, and why the ventilation building and replacement parking facility is to be located on Parcel 7, further removed from the residential community. Those are major "mitigation" efforts which would benefit from energetic support by the City of Boston.

Another significant issue in this part of the City is rodent control. For the past decade, as construction has proceeded on major downtown development projects, rodent control programs have been adopted for each individual project to reduce the migration of rodents caused by excavation. This concern has been frequently surfaced by citizens and the City government. Again, the Artery/Tunnel project represents an opportunity to carry out for the first time a systematic rodent control program for the entire Waterfront/North End area. The State is committed to funding such a program as a project cost. For maximum effectiveness, this program should be designed jointly with the City so as to complement the City's ongoing effort at rodent control.

In this very important area of the City, issues of land use, design, traffic mitigation, environmental monitoring, and public safety and emergency access plans will require the ongoing attention of both State and City government, but cannot logically proceed until the ramp configurations are defined. The State engineers are focussing on this area, and are eager to receive from the City the same kind of suggestions of City priorities which have proven to be so helpful in resolving the ramp system in the South Boston area. We hope to finalize these configurations during the next few months, which will provide a basis for the land use and mitigating measure work to proceed, after an open design process has minimized any adverse impact through careful design. In the meanwhile, it is critical that work proceed with City support on the three major long lead time mitigation measures which are defined -- i.e. marine disposal of fill; development of a market/ventilation/ parking structure on Parcel 7, and rodent control.

2. Jobs:

The City has proposed that the Boston Jobs Ordinance apply to the Artery/Tunnel project. The Federal Highway Administration indicated over a year ago that insofar as the preponderance of funding is Federal, it would not be appropriate or permitted to exclude workers from jobs on the

project based upon residency. The Governor proposed last November to target training programs in the City of Boston, recognizing that the shortage of labor will provide an unprecedented opportunity for entry to the construction industry if effective training programs can be implemented. The City has participated in developing the building opportunities program, and the Federal Highway Administration has agreed to participate financially in this training based approach. It is clear that this is conceptually a legal approach to target the opportunities represented by this construction effort, but successful implementation of this approach will require full support by the City of Boston educational systems, and building trade union apprenticeship programs.

3. Parking Impact:

The project requires the removal of over 220 legal spaces essential to serve the Cross Street Pushcart and Blackstone Street merchant area. The 1983 EIS committed to replace these prior to construction because of the essential nature of the parking to the market and the importance of the market activities. We anticipate these spaces being accommodated by the construction of a parking garage and ventilation building on Parcel 7. There are an estimated 2,800 additional parking spaces along the alignment, which will be eliminated. These have never been proposed for

replacement, as they fall within the City parking freeze and the City is free to permit their replacement by the private sector up to the limit of the federal parking freeze. In fact, because of some loopholes in the freeze, approximately 7,000 spaces have been added downtown within the past five years, increasing congestion within the City. The City, and Atlantic Avenue abuttors have proposed that these spaces be replaced by construction of an equal number of spaces at the South Station Transportation Center, with direct connections to the highway system to minimize traffic demand on City streets. The MBTA is actively exploring this possibility.

4. Financial Impacts:

The City has raised the concern of who will pay the cost of increased traffic management required by the project, and compensation for loss of parking revenues on City-owned parking lots. These are legitimate costs of the project eligible for federal reimbursement. In other projects such as the Southeast Expressway reconstruction, the State went far beyond the federal definitions in order to provide extra help to the public in avoiding traffic problems during construction. The parking revenue should be considered in calculating compensation when land is acquired from the City for the project. At the same time it is important to recognize that traffic problems have been rising in the City

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Text Amendment Application No. 122
Boston Redevelopment Authority
Roxbury Interim Planning
Overlay District

TEXT AMENDMENT NO. 92

THE COMMONWEALTH OF MASSACHUSETTS

EFFECTIVE
August 18, 1987†

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956 as amended, after due report, notice, and hearing does hereby amend the Boston Zoning Code as follows:

By inserting after Article 27D, for a period of twenty-four months from the effective date of this amendment, the following article:

ARTICLE 27E

ROXBURY INTERIM PLANNING OVERLAY DISTRICT

SECTION 27E-1. Statement of Purpose. The purposes of this article are to facilitate the comprehensive planning and rezoning of the Roxbury neighborhood; to manage the future development of Roxbury for the benefit of the inhabitants of Roxbury and Boston; to provide a predictable, clear, and understandable process for the public review of new development; to preserve and enhance the Roxbury neighborhood; to conserve the value of land and buildings; to encourage the most appropriate use of land throughout the city; to lessen congestion in the streets; to provide adequate light and air, and to prevent overcrowding of land; to promote appropriate economic development for the benefit of residents; to promote residential development that is affordable to all segments of the community, particularly low and moderate income

†Date of public notice: June 6, 1987 (see St. 1956, c. 665, s. 5).

residents; to discourage displacement of residents; to promote land uses which provide jobs for the city's residents; to preserve, enhance, and create open space to be enjoyed by residents; to promote the peaceable enjoyment of the city's amenities by all residents; and to implement interim land use measures.

SECTION 27E-2. Declaration of Need for Interim Zoning. Interim zoning in the Roxbury IPOD Study Area is necessary to provide the proper balance between competing land uses and economic and environmental factors. Characteristics of existing zoning that render it inappropriate include its failure to: prevent the intermingling of inappropriate industrial and manufacturing uses with residential, commercial, cultural, and public open space uses; discourage and prevent the establishment of environmentally hazardous and inappropriate uses which have a degrading effect on the community; discourage mixing of industrial and residential land uses which are incompatible with one another; provide for zoning designations which result in the appropriate siting of land uses.

SECTION 27E-3. Definitions. For the purposes of this article only, the following words and phrases, when capitalized, shall have the meanings indicated.

1. "Adjusted Income" shall be defined as it is in 24 CFR §813.102, as amended, or as set forth in regulations adopted in accordance with Section 27E-32.

2. "Affordable" shall mean, in the case of an owner-occupied dwelling unit, requiring the expenditure by a Low-Income or Moderate-Income Household for mortgage payments, insurance, real estate taxes, and condominium or cooperative fees of not more than thirty percent (30%) of its Adjusted Income to occupy the unit; and, in the case of renter-occupied dwelling units, requiring the expenditure by a Low-Income or Moderate-Income Household for rent and utilities of not more than thirty percent (30%) of its Adjusted Income to occupy the unit.

3. "Annual Income" shall be defined as it is in 24 CFR §813.106, as amended, or as set forth in regulations adopted in accordance with Section 27E-32.

4. "Applicant" shall mean any person or entity having a legal or equitable interest in a Proposed Project subject to the provisions of this article, as set forth in Section 27E-5, or the authorized agent of any such person or entity.

5. "Low-Income Households" shall mean households whose annual income does not exceed 50% of the Median Gross Income of households in the Boston Standard Metropolitan Statistical Area.

6. "Market Unit" shall mean any dwelling unit available for purchase without restrictions as to income of the purchasing household.

7. "Median Gross Income" shall be defined as it is by the United States Department of Housing and Urban Development, pursuant to 24 CFR §813.102, as amended, or as set forth in regulations adopted in accordance with Section 27E-32.

8. "Moderate-Income Households" shall mean households whose annual income does not exceed 80% of the Median Gross Income of households in the Boston Standard Metropolitan Statistical Area.

9. "Proposed Project" shall mean the erection, extension, or exterior demolition of any structure or part thereof, or the change of use or occupancy of any structure or land, for which the Applicant is required to receive a building or change of use or occupancy permit.

10. "Roxbury IPOD" shall mean the regulations imposed by this article.

11. "Roxbury IPOD Study Area" shall mean the area defined in Section 27E-4.

12. "Underlying Zoning" shall mean all zoning regulations, with the exception of this article, which are contained in this code.

13. "Zoning Relief" shall mean any variance, conditional use permit, exception, interim planning permit, zoning map or text amendment, or any other relief granted by the Zoning Commission or the Board of Appeal.

SECTION 27E-4. Physical Boundaries. This article shall be applicable only in the Roxbury IPOD Study Area, which shall be divided into the twelve planning areas, which incorporate the Campus High, Kittredge Square, and Washington Park Urban Renewal Project Areas and which are depicted in Appendix A and described in Appendix B. The twelve planning areas shall be Madison Park, Lower Roxbury, Highland Park, Hampden-George, Dudley Square, Sav-Mor, Shirley-Eustis, Mt. Pleasant, Quincy-Geneva, Washington Park North, Washington Park South, and the Parcel 18 Area. The physical boundaries of the Roxbury IPOD Study Area are described as follows: from the intersection of Massachusetts Avenue and the northwest boundary of the Conrail right-of-way; thence following southwesterly along said Conrail right-of-way to the intersection of New Dudley Street and Columbus Avenue; thence southerly and southeasterly along said Columbus Avenue to Seaver Street; thence southeasterly along said Seaver Street to Erie Street; thence northeasterly along Erie Street to the Midland Division right-of-way; thence northeasterly along said Midland Division right-of-way to Massachusetts Avenue; thence along said Massachusetts Avenue to the point of beginning.

1. For projects or planning proposals arising within that portion of the South End Landmark District which is within the Roxbury IPOD, which boundaries are specified below, joint community review shall be required among, but not limited to the following groups: the Roxbury Neighborhood Council, the South End Historical Society, the United Neighbors of Lower Roxbury, the Claremont Park Neighborhood Association, the Chester Park Neighborhood Association, and the Worcester Square Neighborhood Association. The final recommendations for such project or planning proposal shall be made after consultation with and review by the neighborhood groups. Said boundaries are as follows: Massachusetts

Avenue, Harrison Avenue, Northampton Street, Washington Street, Camden Street, Public Alley No. 806, Northampton Street, and the Conrail right-of-way.

SECTION 27E-5. Applicability. Unless otherwise exempt pursuant to this section, any Proposed Project requiring a demolition permit, a building permit for erection, extension, or exterior demolition, or a change of use or occupancy permit, including any permit for any Proposed Project that would cause a decrease in the number of dwelling units within the Roxbury IPOD Study Area, shall be subject to the provisions of this article. The following Proposed Projects, however, shall be exempt from such regulations.

1. Any Proposed Project for Residential Uses of a single or two-family dwelling, including Use Item Numbers 1 through 4 of Table A, Section 8-7 of this code provided that in the case of manufactured housing, the Boston Redevelopment Authority has certified that the design of such structure is consistent with the Authority's design guidelines for manufactured housing.

2. Any Proposed Project for which application to the Inspectional Services Department for a building or use permit has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article and for which no Zoning Relief is required.

3. Any Proposed Project for which appeal to the Board of Appeal for any Zoning Relief has been made prior to the first notice of hearing before

the Zoning Commission for adoption of this article, provided that such Zoning Relief has been or is hereafter granted by the Board of Appeal pursuant to such appeal.

SECTION 27E-6. Zoning Regulations in Effect; Conflict Provisions. The Roxbury IPOD and Underlying Zoning shall together constitute the zoning regulations for the Roxbury IPOD Study Area. Upon expiration of this article, the Underlying Zoning shall be the sole set of zoning regulations for the Roxbury IPOD Study Area. While the Roxbury IPOD is in effect, the provisions of the Roxbury IPOD shall supersede Underlying Zoning where conflicts between their respective provisions exists; provided that (a) notice of a public hearing before the Zoning Commission for adoption of said Underlying Zoning was published prior to the effective date of this article, and that (b) with respect to building heights and FARs the more restrictive provisions shall govern.

SECTION 27E-7. Land Use Goals and Objectives. The general land use objectives for the twelve planning areas of the Roxbury IPOD Study Area shall be as follows: to exclude industrial uses which involve hazardous, dangerous, and environmentally degrading materials or purposes; to provide for an appropriate mix of allowed land uses; to identify and designate appropriate tracts of publicly owned land for development of owner-occupied housing affordable to all segments of the community; to promote the creation of owner-occupied housing with rental units and the rehabilitation of such housing, affordable to all segments of the community; to provide for height standards and floor area ratios that encourage residential development and the preservation of the historic character of the Roxbury IPOD Study Area; to

provide for height standards and floor area ratios which direct dense development to appropriate sites within the Roxbury IPOD Study Area; to provide a balance between development and the preservation of air, light, open space, and areas of historic significance; to provide for adequate parking and flow of traffic; to provide for commercial development that generates jobs and neighborhood benefits for Boston residents; to encourage the maintenance, expansion and enhancement of open space, including play areas for children; to provide appropriate traffic and parking controls; to provide appropriate design guidelines for development within the Roxbury IPOD Study Area; and to protect and preserve the historically significant structures within the Roxbury IPOD Study Area.

1. Dudley Square. The land use objectives for Dudley Square shall be to promote mixed commercial, retail and residential activities; to support the establishment of recreational and public open space activities in the context of a retail and commercial district; to increase pedestrian accessibility and activity in the Dudley retail and commercial district; to preserve historically significant structures; and to promote adequate vehicular and mass transit accessibility to the Dudley retail district.

2. Hampden-George. The land use objectives for Hampden-George shall be to encourage appropriate siting of manufacturing and commercial activities; to limit manufacturing and commercial activities which may have hazardous or environmentally debilitating effects; to support existing and proposed residential uses by mandating appropriate sitings and set-backs of commercial uses; to promote the establishment of public open space, including play areas for children; and to promote adequate vehicular and mass transit access.

3. Highland Park (including Kittredge Square Urban Renewal Area). The land use objectives for Highland Park shall be to protect residential uses from inappropriate institutional expansion; to achieve the appropriate siting of retail and commercial activities; and to preserve historically significant structures and to support the historic character of the area.

4. Lower Roxbury. The land use objectives for Lower Roxbury shall be to promote mixed retail, commercial and residential activities; to encourage mass transit-related uses and supporting retail activities; and to support the establishment of educational, cultural, and public open space activities.

5. Madison Park (including Campus High Urban Renewal Area). The land use objectives for Madison Park shall be to encourage residential, recreational, educational, and public open space activities; to preserve historically significant structures; and to promote retail activities which are compatible with the primarily residential and institutional character of the area.

6. Mt. Pleasant. The land use objectives for Mt. Pleasant shall be to limit manufacturing and commercial uses which have hazardous or environmentally degrading effects; and to promote mixed commercial and retail uses along Harrison Avenue, and mixed retail and residential activities along Warren Street.

7. Quincy - Geneva. The land use objectives for Quincy-Geneva shall be to promote mixed commercial, retail and residential uses along Blue Hill Avenue; to identify and designate appropriate tracts of publicly-owned

land for development of owner-occupied housing affordable to all segments of the community; to promote the establishment of public open space, including play areas for children; and to promote manufacturing and commercial uses which are consistent with proposed land use goals set forth in this section, such uses to be restricted to the following areas: Dudley Street, Quincy Street, Geneva Avenue and Blue Hill Avenue.

8. Sav-Mor. The land use objectives for Sav-Mor shall be to promote a mix of retail and residential uses along Blue Hill Avenue and Warren Street; and to support vehicular and mass transit accessibility to the Dudley retail and commercial area.

9. Shirley-Eustis. The land use objectives for Shirley-Eustis shall be to prohibit manufacturing and commercial uses which have hazardous or environmentally degrading effects; to encourage light manufacturing and light industrial uses which will benefit the community and support the goals of the Industrial Economy Reserve; and to establish designated truck routes that avoid residential areas.

10. Washington Park North (including Washington Park Urban Renewal Project Area). The land use objectives for Washington Park North shall be to promote a mix of retail, commercial and residential uses; to support vehicular and mass transit accessibility to the Dudley retail and commercial area; and to discourage manufacturing and commercial uses incompatible with proposed land use goals.

11. Washington Park South (including Washington Park Urban Renewal Project Area). The land use objectives for Washington Park South shall be to promote a mix of retail, commercial and residential uses; to support vehicular and mass transit accessibility to the Dudley retail and commercial area; and to discourage manufacturing and commercial uses which are incompatible with proposed land use goals.

12. Parcel 18 Area. The land use objectives for the Parcel 18 Area shall be to promote a mix of commercial, retail, residential, community/cultural, office, and parking uses. Development shall provide maximum benefit to the surrounding neighborhood in terms of establishing an economic base in the community, job and home ownership opportunities, and of preventing displacement of residents in the surrounding area.

SECTION 27E-8. Boulevard Planning Districts. Major arterials and cross streets that serve as primary access to all areas of the community and contain uses that provide services to the community may be designated Boulevard Planning Districts. Interim zoning in these districts is necessary to assure their visual prominence and importance to the economy and transportation system of the community. Analyses required to formulate new zoning for Boulevard Planning Districts shall be accomplished through special studies conducted by the Boston Redevelopment Authority with assistance from the Roxbury Neighborhood Council, local civic groups and community residents. The purpose of the revised zoning will be to: (a) protect and promote the Boulevard Planning Districts as gateways to the community and as mixed-use commercial centers; (b) encourage a mix of uses which, by providing employment opportunities, services for residents and visitors, and affordable and

market rate housing, promotes and sustains economic viability and residential stability, (c) develop a plan for the preservation of open space and historic structures; (d) develop parking and transportation access plans which identify appropriate sites for commercial parking; (e) develop design guidelines and billboard sign controls to enhance the aesthetic character and economic viability of the Boulevard Planning Districts; and (f) within the Washington Street Boulevard Planning District, to conduct a special study to develop recommendations, based on land use considerations, for replacement service for the Orange Line Rapid Transit.

1. Boulevard Planning Districts. The Roxbury IPOD Study Area shall include the following Boulevard Planning Districts, the boundaries of which are described in Appendix B:

   a. Washington Street.
   b. Blue Hill Avenue.
   c. Melnea Cass Boulevard.
   d. Warren Street.
   e. Shawmut Avenue, from Washington Street to Melnea Cass Boulevard.
   f. Dudley Street.
   g. Columbia Road.
   h. Tremont Street (including Frederick Douglass Square).
   i. Seaver Street.
   j. Massachusetts Avenue
   k. Columbus Avenue.

2. Site Plan Review. Within Boulevard Planning Districts, site plan review by the Boston Redevelopment Authority, and review by the Roxbury Neighborhood Council, local civic groups, and community residents, shall be required for any Proposed Project subject to the provisions of this article. Site plan review shall address, but not be limited to the following:

   a. building height and massing;
   b. transportation access and the provision of parking;
   c. open space and landscaping;
   d. historic preservation; and
   e. signs.

SECTION 27E-9. Dudley Terminal Special Study Area. The Dudley Terminal Area within the Roxbury IPOD Study Area shall be a Special Study Area, the boundaries of which are described in Appendix B. The Dudley Terminal Area has served as a transportation center and neighborhood retail center. With the removal of the Orange Line elevated transit line and station and the central bus station, Dudley Terminal Area will be undergoing a transition in terms of land uses. Therefore, the area needs to be planned as a Special Study Area to determine the appropriate mix of uses and zoning controls that will guide future development of this area.

SECTION 27E-10. Dudley Triangle Special Study Area. The Dudley Triangle Area within the Roxbury IPOD Study Area shall be a Special Study Area, the boundaries of which are described in Appendix B. The Dudley Triangle Area historically has been a strong and important residential neighborhood within Roxbury. It currently contains a mix of residential and commercial uses, and includes large areas of vacant publicly-owned land. The area will be undergoing a transition in land uses and increased development activities. Therefore, the area needs to be planned as a Special Study Area to determine the appropriate mix of uses and zoning controls that will guide future development of this Special Study Area. Development of affordable housing should be the primary goal for this Special Study Area. During the IPOD planning period, the specific affordability requirements shall be determined based on economic analyses conducted in coordination with the City of Boston Public Facilities Department, Boston Redevelopment Authority and the Roxbury Neighborhood Council, local civic groups and community residents.

SECTION 27E-11. Parcel 18 Special Study Area. The Parcel 18 Area within the Roxbury IPOD Study Area shall be a Special Study Area, the boundaries of which are described in Appendix B. The Parcel 18 Special Study Area is comprised of City of Boston and Commonwealth of Massachusetts owned parcels of land and privately owned land with residential uses. Major mixed-use development for Parcel 18 is in the planning stages, including commercial, retail, residential, community/cultural, office, and parking uses. The Parcel 18 Special Study Area shall be planned through the coordinated efforts of the Boston Redevelopment Authority, the City, the Commonwealth, the Parcel 18+ Task Force, the Roxbury Neighborhood Council, local civic groups, and community residents. This comprehensive planning process will ensure that there is community-wide input and that development will be planned and proceed with maximum benefit to the surrounding neighborhood in terms of establishing an economic base in the community, job and home ownership opportunities, and of preventing displacement of residents in the surrounding area.

SECTION 27E-12. Affordable Housing Reserve District. A subdistrict or part thereof or a contiguous group of subdistricts or parts thereof may be designated as an Affordable Housing Reserve District (AHR) if all parcels of land within such district are owned by a Public Agency and comprise at least one acre, either individually or in combination with contiguous parcels owned by a Public Agency. Three-fourths of the gross floor area of any Proposed Project within an AHR shall be devoted to residential uses, three-fourths of which shall be Affordable to Low- and Moderate-Income Households. The purpose of an AHR is to provide a mechanism to promote construction of and reserve land for affordable housing. The provision of affordable housing within the Roxbury IPOD Study Area shall not be limited to AHRs.

1. The Boston Redevelopment Authority, working in conjunction with the Roxbury Planning and Zoning Advisory Committee, shall identify and propose to the Zoning Commission areas to be zoned low, moderate and high density within any Affordable Housing Reserve District. Low, moderate, and high density housing shall be permitted in accordance with the following density guidelines:
   a. one to twelve (1-12) units per acre, low density;
   b. thirteen (13) to twenty-four (24) units per acre, moderate density; and
   c. twenty-five (25) to thirty-six (36) units per acre, high density.

2. Affordable Housing Reserve Districts within the Roxbury IPOD Study Area shall include the following areas which boundaries are described in Appendix B:
   a. South End Urban Renewal Disposition Parcel X28-B and Massachusetts Bay Transportation Authority Parcel 9
   b. the Massachusetts Bay Transportation Authority Bartlett Yards

SECTION 27E-13. Mixed Use Reserve District. The whole or any part of a subdistrict may be established as a Mixed Use Reserve District if all parcels within such district are owned by a Public Agency and comprise at least one acre, either individually or in combination with contiguous parcels owned by a Public Agency. A Proposed Project within a Mixed Use Reserve District shall be developed as a Planned Development Area, in accordance with the provisions of Section 3-1A.a.

1. The Mixed Use Reserve District within the Roxbury IPOD Study Area shall be Parcel P2-C, the boundaries of which are described in Appendix B.

2. Uses permitted within a Mixed Use Reserve District shall be limited to one or a combination of the following:

   a. housing;

   b. open space;

   c. office; and

   d. public services.

SECTION 27E-14. Industrial Economy Reserve. Within the Roxbury IPOD Study Area, the Industrial Economy Reserve shall include land which is to be developed under the jurisdiction of the City of Boston Economic Development Industrial Corporation (EDIC). The boundaries of the Industrial Economy Reserve are described in Appendix B. The purpose of the Industrial Economy Reserve is to preserve the availability of the land within these boundaries for light manufacturing uses which will provide jobs and develop an economic base for the Roxbury community. The revised zoning for the Industrial Economy Reserve shall be developed through the coordinated activities of the EDIC and the community. Site plan review required pursuant to Section 27E-8(2) for any Boulevard Planning District within the Industrial Economy Reserve shall be conducted in coordination with the EDIC.

SECTION 27E-15. Neighborhood Business Districts. The Roxbury IPOD Study Area includes several streets which comprise Neighborhood Business Districts (NBDs). These areas contain retail and small commercial uses which serve the local residents. Planning for these Neighborhood Business Districts is necessary to protect the streetscape appearance, pedestrian amenities, and transportation access to local businesses. The market pressure for conversion of existing commercial structures into residential uses tends to

result in the displacement of small firms. Planning and zoning for the NBDs shall be designed to encourage neighborhood businesses and to minimize the decline of neighborhood services and job loss.

1. Neighborhood Business Districts. The Roxbury IPOD Study Area shall include the following Neighborhood Business Districts, the boundaries of which are described in Appendix B.
   a. Geneva Avenue, from Blue Hill Avenue to Columbia Road.
   b. Washington Street, from Blue Hill Avenue to Erie Street.
   c. Strathcona Road, from Washington Street to Geneva Avenue.
   d. Centre Street, from Highland Avenue to John Eliot Square and Highland Street from Highland Avenue to John Eliot Square, John Eliot Square/Kittredge Square,
   e. Humboldt Avenue, from Martin Luther King Boulevard to Seaver Street.
   f. Shawmut Avenue, from Massachusetts Avenue to Kendall Street.
   g. Norfolk Avenue.
   h. Quincy Street.

SECTION 27E-16. Revised Light Manufacturing Zoning District. A revised light manufacturing district (LM) shall be developed through the IPOD planning process. The district shall provide for a limited number of allowed light manufacturing uses compatible with adjacent residential areas, which uses will provide job opportunities for the community. Portions of existing light manufacturing districts, M-1 and M-2 districts, shall be mapped as Revised Light Manufacturing Districts where it is consistent with the goals and objectives of the Roxbury IPOD to retain such uses.

SECTION 27E-17. Institutional Master Plan. Any Applicant seeking a building permit for the exterior erection or exterior extension of any building or structure which includes an institutional use shall submit an Institutional Master Plan for review and approval by the Boston Redevelopment Authority. For the purposes of this section, an institutional use shall be any use included in Section 8-7, Table A, Use Item numbers 11, 12, 13, 13A, 14, 16A, 18, 20, 20A, 22, 23, 24, and 25. The Boston Redevelopment Authority may establish regulations to administer this requirement; provided, such regulations shall become effective only upon adoption by the Zoning Commission.

1. An Institutional Master Plan shall project at least five years into the future and at a minimum shall contain the following: a statement of the Applicant's present and future needs for academic, service, research, housing, patient care, and parking facilities, and a description of the uses, scale, and character of proposed or potential development.

2. An Institutional Master Plan shall include a Parking Management and Mitigation Plan which shall be updated annually.

3. Specific elements to be included in an Institutional Master Plan shall be determined through a scoping process by the Boston Redevelopment Authority and the community which identifies the issues related to a Proposed Project.

4. Within five (5) days after submission of the Applicant's Institutional Master Plan (IMP) to the Boston Redevelopment Authority, the Boston Redevelopment Authority shall: (a) transmit a copy of the IMP to the Institutional Expansion Board; (b) publish notice of such submission in one or more newspapers of general circulation in the City, such notice

to state the name of the Applicant and the street address of the Proposed Project (or other information sufficient to identify its location); and (c) make copies of the IMP available to the public. Within thirty (30) days of such notice, public comments, including the comments of public agencies, shall be transmitted in writing to the Boston Redevelopment Authority. The Institutional Expansion Board shall hold a public meeting to allow public review and comment on the IMP within thirty (30) days of the first publication of notice of submission of the Applicant's IMP. Within forty-five (45) days of publication of such notice, the Institutional Expansion Board shall recommend that the Boston Redevelopment Authority approve the IMP, conditionally approve the IMP, or disapprove the IMP. If the Institutional Expansion Board has not held a public meeting within thirty (30) days of publication of such notice, or made its recommendation within forty-five (45) days of publication of such notice, the Boston Redevelopment Authority may render its decision without such meeting having been held or such recommendation having been made. Based on public comments, the Institutional Expansion Board's recommendation, and the Boston Redevelopment Authority's review of the Applicant's IMP, the Boston Redevelopment Authority shall approve the IMP, conditionally approve the IMP, or disapprove the IMP after a public hearing. The Boston Redevelopment Authority shall not approve the Applicant's IMP unless the Boston Redevelopment Authority finds: (a) that the IMP conforms to the general plan for the City as a whole; and (b) that, on balance, nothing in the IMP will be injurious to the neighborhood or otherwise detrimental to the public welfare. Upon approval by the Boston Redevelopment Authority, the Boston Redevelopment Authority shall transmit the IMP to the commission for its consideration.

SECTION 27E-18. Transportation Master Plan. A Transportation Master Plan for the Roxbury IPOD Study Area shall be developed in coordination with the Boston Transportation Department and shall include the following:

1. Determination by the Boston Transportation Department of off-street parking requirements for Proposed Projects which include residential and/or commercial uses.

2. Specification of parking and access controls to be implemented in commercial districts.

3. Identification of appropriate sites within commercial districts for commercial parking.

4. Analysis of public transit access locations relative to siting and size of any potential or actual Proposed Project.

5. Determination by the Boston Transportation Department of specified truck routes that avoid residential streets.

SECTION 27E-19. Transportation Access Plan. A Transportation Access Plan submitted to the Boston Transportation Department and Boston Redevelopment Authority shall be required of any Applicant seeking a building permit for any Proposed Project exceeding 100,000 square feet, any Proposed Project which includes a retail use exceeding 50,000 square feet, and any Proposed Project which includes a residential use and comprises 30 or more units. The Plan shall consist of impact assessment, mitigation and monitoring components as follows:

1. The impact assessment component shall identify and evaluate the impact of the Proposed Project on the city's transportation network.

2. The mitigation component shall propose measures to minimize the transportation-related impact of the Proposed Project.

3. The monitoring component shall describe provisions for periodic re-evaluation of the effectiveness of proposed mitigation measures.

4. An Applicant for a Proposed Project subject to the provisions of this section shall submit the Transportation Access Plan to the Boston Transportation Department and to the Boston Redevelopment Authority, which shall make copies of the Plan available to the public. Based on public comments and the Boston Redevelopment Authority's review, the Boston Redevelopment Authority shall issue a written adequacy determination within forty-five (45) days. In issuing an adequacy determination the Boston Redevelopment Authority shall approve the Plan, conditionally approve the Plan, or disapprove the Plan. If the Plan is disapproved, specific reasons setting forth the areas in which the Plan is at variance with the requirements of this section shall be provided in the adequacy determination. An adequacy determination which conditionally approves or which disapproves the Plan may require additional information, studies, and mitigation measures provided that such requirements are within the breadth of this section. Before the issuance of the adequacy determination, the Boston Redevelopment Authority shall collaborate with the Transportation Department as to the compliance of the Transportation Access Plan with the requirements of this section. If, within forty (40)

days of the Plans's submission, the Boston Redevelopment Authority receives a recommendation from the Transportation Department as to the compliance of the Transportation Access Plan with the requirements of this section, the Boston Redevelopment Authority shall adopt such recommendation as part of the adequacy determination.

SECTION 27E-20. Interim Parking Controls. The following Interim Parking Controls shall apply to any Proposed Project for a use listed in Table A of Section 8-7 under Use Item numbers 1, 1A, 2, 3, 4, 5, 6, 7, 14, or 15 within the Roxbury IPOD Study Area:

1. For any newly created residential unit(s) the following ratios of number of off-street parking spaces per unit shall apply unless otherwise excepted by this section:

| Number of Dwelling Units In Residential Structure | Off-Street Parking Spaces Required for Each Unit |
|---|---|
| 1 to 6 | 1.00 |
| 7 and above | 1.25 |

2. Off-street parking facilities shall be provided at a ratio of 0.90 parking space for each dwelling unit that is rented or sold to a low or moderate income household.

3. Proposed Projects for housing for low-income elderly persons shall provide 0.2 spaces per dwelling unit if such Proposed Project was constructed under the Housing Authority law of the Commonwealth of Massachusetts and/or the United States Housing Act of 1937 as amended.

SECTION 27E-21. Open Space Plan. During the Roxbury IPOD planning period, an Open Space Plan shall be developed in conjunction with the com-

munity to accompany revised zoning and to guide future development. The Open Space Plan shall:

1. Emphasize historic, geographic and functional links to historic Roxbury, to activity nodes within Roxbury, and to the open space and park system of Boston.

2. Identify appropriate locations and opportunities for major new open space sites in Roxbury.

SECTION 27E-22. Interim Height Standards. Roxbury IPOD Study Area subdistricts and planning areas shall be governed by Interim Height Standards set forth in Table A of this section. Within the Melnea Cass Boulevard Planning District between Columbus Avenue and Hampden Streets, heights shall not be permitted in excess of 65 feet; provided, during the Roxbury IPOD planning period environmental impact analyses shall be conducted for this section of Melnea Cass Boulevard through an open community process. The environmental impact analyses shall focus on whether any additional height would facilitate public benefits to the community and would not be detrimental to the community, and shall determine the nature and extent of such public benefits. Within the Parcel 18 Special Study Area, heights for the following publicly owned development parcels shall be determined through the community review process as defined in Section 27E-11 and the environmental review process: Southwest Corridor Parcels 17, 17X, 22, and 18 and Boston Redevelopment Authority Parcels 14A, 15, and 16. All other areas within the Parcel 18 Special Study Area shall have a height standard of 35 feet. In order to provide consistency with the South End

Landmark District height standards and limits, that portion of the South End Landmark District that is within the Roxbury IPOD shall have a height standard of 35 feet to 70 feet.

TABLE A

Roxbury Interim Planning Overlay District
Interim Height Standards

| Subdistricts* | Height (in feet) |
|---|---|
| Boulevard Planning Districts (except Melnea Cass Boulevard between Columbus Avenue and Hampden Street and except Massachusetts Avenue between Harrison Avenue and the Conrail right-of-way) | 45 |
| Massachusetts Avenue Boulevard Planning District between Harrison Avenue and the Conrail right-of-way | 35 to 70 |
| Melnea Cass Boulevard Planning District between Columbus Avenue and Hampden Street | 65 |
| Industrial Economy Reserve | 45 |
| Dudley Triangle Special Study Area | 45 |
| Parcel 9/X28-B (AHR) | 45 |
| Parcel P2-C (in Campus High Urban Renewal Project Area (MUR) | 45 |
| Bartlett Yards (in Washington Park Urban Renewal Project Area) (AHR) | 45 |
| Dudley Terminal Special Study Area | 45 |
| Parcel 18 Special Study Area+ | ** |
| All Other Areas+ | 35 |

* Boundaries described in Appendix B.

** To be determined for publicly owned development parcels through community and environmental review process, 35 feet for all other areas.

+ Except area bounded by Massachusetts Avenue, Harrison Avenue, Northampton Street, Washington Street, Camden Street, Public Alley No. 806, Northampton Street, and the Conrail right-of-way; in this area the height standard will be 35-70 feet.

SECTION 27E-23. Interim Use Controls. To protect the Roxbury IPOD Study Area from development inconsistent with the goals of the comprehensive planning process and contemplated zoning changes provided in this article, the following Interim Use Controls shall be in effect:

1. A Proposed Project which includes residential uses as specified by use item numbers 1 through 6 inclusive in Section 8-7, Table A of this code, and which involves no greater than four units and involves no new construction or building expansion and is allowed by the Underlying Zoning, shall be exempt from the requirement of an Interim Planning Permit, provided that such Proposed Project is in compliance with Sections 27E-20 and 27E-22.

2. Use Item Numbers 34A, 53, 57, 57A, 64 and 70 and uses ancillary or accessory to 70 as specified in Section 8-7, Table A of this code, shall be forbidden uses.

SECTION 27E-24. Demolition Controls. To protect the Roxbury IPOD Study Area until the enactment of permanent zoning regulations, demolition of a structure within the Roxbury IPOD Study Area shall require an Interim Planning Permit in accordance with the provisions of this article and Section 27-3; provided, where it is determined by the Commissioner of Inspectional Services that the demolition of a structure will remove a building in hazardous, unusable, or irreparable condition in accordance with applicable provisions of the Building Code, an Interim Planning Permit shall not be required for demolition of a structure. Applications for an Interim Planning Permit for demolition of a structure within the Roxbury IPOD Study Area shall be subject to provisions for review and recommendation to the Board of Appeal by the Boston Redevelopment Authority, which shall solicit the advice of the Roxbury Neighborhood Council. During the two-year Roxbury IPOD planning period, provisions for review by the Boston Redevelopment Authority and the Roxbury Neighborhood Council of applications for demolition permits

shall be formulated and proposed for enactment as permanent regulations. The Board of Appeal shall grant an Interim Planning Permit for demolition of a structure only if it finds:

1. That the demolition will not be detrimental to the historical or architectural character of the Roxbury IPOD Study Area; and

2. With regard to any structure used for dwelling purposes and subject to the provisions of this article, that the demolition shall not result in a reduction in the number of dwelling units affordable to Low-Income and Moderate-Income Households within the same planning area or urban renewal area, as established pursuant to Section 27E-4.

SECTION 27E-25. Plan for Disposition of Public Lands. During the Roxbury IPOD planning period, the Boston Redevelopment Authority, the City of Boston, and the Commonwealth of Massachusetts, working through an open community process with the Roxbury Neighborhood Council, civic groups, and community residents, shall develop a plan and uniform policies and procedures for the disposition of all publicly owned land and uniform affordability guidelines for such land within the Roxbury IPOD Study Area. Such plan, policies, and procedures shall provide for the maximum public benefit attainable from such land, consistent with the land use goals and objectives set forth in Section 27E-7.

SECTION 27E-26. Design Guidelines. During the Roxbury IPOD planning period, design guidelines shall be developed by the Boston Redevelopment Authority, working with the community to promote residential and commercial neighborhood design for future development that will enhance the community

and reinforce the positive scale, character, massing, and architectural elements that exist in the Roxbury IPOD Study Area. Design guidelines shall, at a minimum, address building design, open space and landscaping, and signage. Sign controls for on-premise signs and billboards shall be developed. In order to develop and implement these guidelines a Design Advisory Group shall be formed by the Roxbury Neighborhood Council, local civic and design groups, and community residents to work with the Boston Redevelopment Authority.

1. Design guidelines for manufactured housing shall be promulgated by the Boston Redevelopment Authority, and all manufactured housing located within the Roxbury IPOD Study Area shall be in compliance with these guidelines.

SECTION 27E-27. Standards for Issuance of Interim Planning Permit. The Board of Appeal shall not grant an Interim Planning Permit unless it finds that the public benefits to the community of the Proposed Project outweigh the burdens imposed, and that it is in substantial accord with the following standards, as referenced:

1. The land use goals and objectives set forth in Section 27E-7;
2. The Interim Height Standards set forth in the table in Section 27E-22;
3. The Interim Use Controls set forth in Section 27E-23; and
4. The purpose and intent of the special study and planning areas set forth in Sections 27E-7 through 27E-16.
5. The Transportation Access Plan requirements in Section 27E-19.
6. The purposes and intent of the Boulevard Planning District requirements set forth in Section 27E-8, where applicable.

In issuing an Interim Planning Permit, the Board of Appeal shall provide in its written decision specific reasons why it determined that the Proposed Project is in substantial accord with the above standards.

SECTION 27E-28. Enforcement. The Commissioner of Inspectional Services shall not issue a building, demolition or use permit for any Proposed Project subject to the provisions of this article unless the Board of Appeal has approved an Interim Planning Permit for the Proposed Project in accordance with Section 27-3.

SECTION 27E-29. Establishment of Zoning Districts. After review by the Roxbury Neighborhood Council and Planning and Zoning Advisory Committee, review and approval by the Authority, and review and adoption by the Zoning Commission, Affordable Housing Reserve Districts, Mixed Use Reserve Districts, Boulevard Planning Districts, Neighborhood Business Districts and Light Manufacturing Districts additional to those established pursuant to the provisions of this article may be established in the Roxbury IPOD Study Area by a zoning map amendment(s).

SECTION 27E-30. Sunset Provision; Subsequent Amendments. This article shall be in effect for twenty-four (24) months from the effective date of this amendment. While in effect, this article or portions of this article may be repealed or superseded by subsequent amendments to this article, or by amendments to the Underlying Zoning as to which notice of a public hearing before the Zoning Commission is published after the effective date of this

article. Upon expiration of the twenty-four month period for which this article is in effect, the Underlying Zoning shall alone constitute the zoning regulations for the area governed by this article.

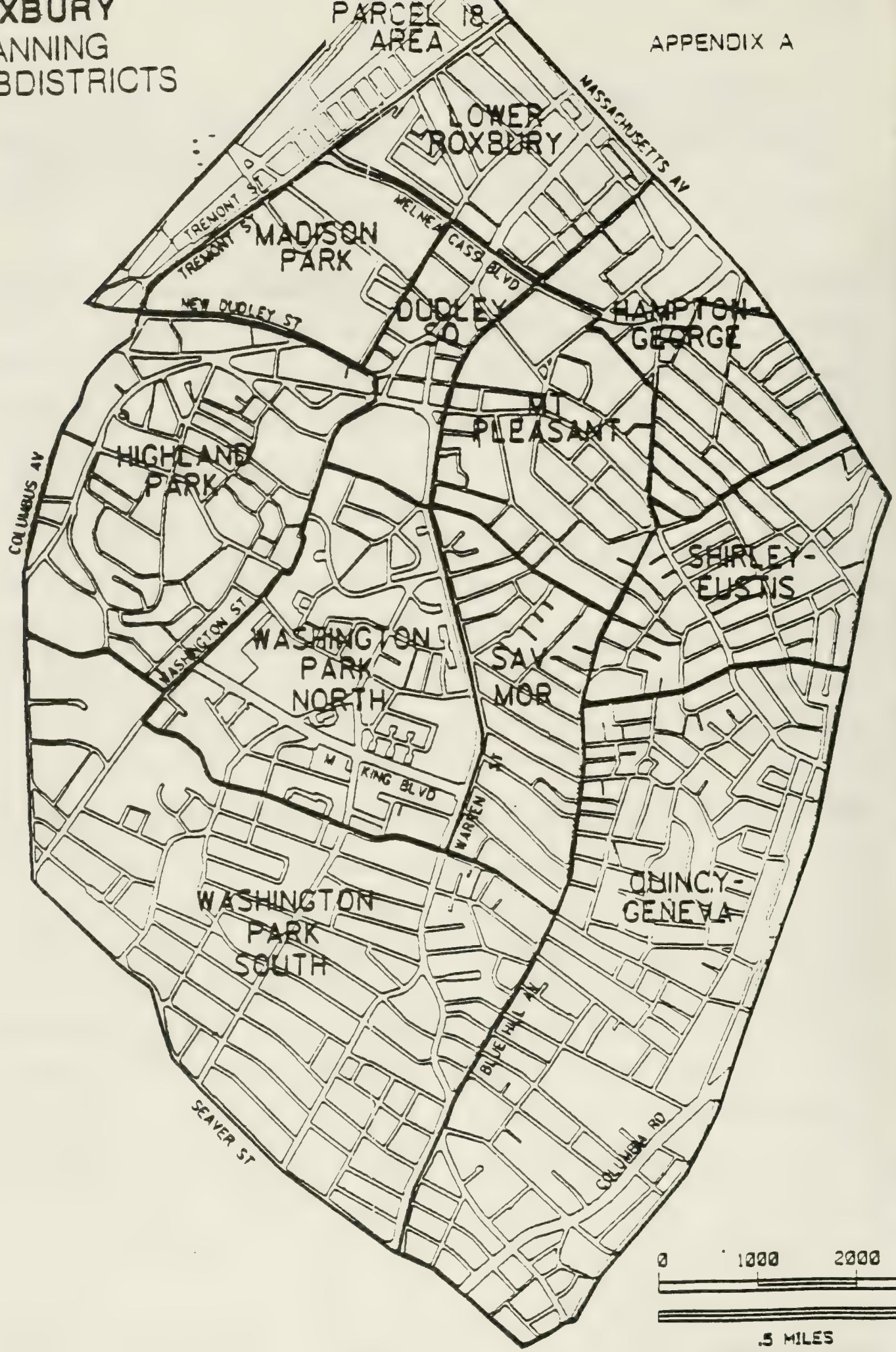
SECTION 27E-31. Timetable for Rezoning. Submission of proposed zoning changes by the Boston Redevelopment Authority Board to the Zoning Commission shall be completed within twenty-two (22) months from the enactment of the Roxbury IPOD, and the notice of the Zoning Commission hearing on any petition to adopt proposed zoning changes shall be published within twenty-four (24) months from the enactment of the Roxbury IPOD; unless such time limit is extended by the Zoning Commission.

SECTION 27E-32. Regulations. The Boston Redevelopment Authority may promulgate regulations to administer this article; provided, such regulations shall become effective only upon adoption by the Zoning Commission.

SECTION 27E-33. Severability. The provisions of this article are severable, and if any provision or provisions shall be held invalid by any decision of any court of competent jurisdiction, such decision shall not impair or otherwise affect any other provision of this article.

# ROXBURY PLANNING SUBDISTRICTS

APPENDIX A



APPENDIX B

BOUNDARIES

Madison Park Planning Area

Beginning at a point on the center line of Tremont Street at the intersection of Melnea Cass Boulevard and Tremont Street following the center line of said Tremont Street southwesterly to the intersection of Tremont Street, Columbus Avenue and New Dudley Street.

Thence turning and running easterly following the center line of said New Dudley Street to a point on the center line of Shawmut Avenue at the intersection of New Dudley Street and Shawmut Avenue.

Thence turning and running northerly following the center line of said Shawmut Avenue to a point on the center line of Melnea Cass Boulevard at the intersection of Shawmut Avenue and Melnea Cass Boulevard.

Thence turning and running northwesterly following the center line of said Melnea Cass Boulevard to the point of beginning.

Lower Roxbury Planning Area

Beginning at a point on the center line of Tremont Street at the intersection of Massachusetts Avenue and Tremont Street, southwesterly along the center line of said Tremont Street to the intersection of said Tremont Street and Melnea Cass Boulevard.

Thence turning and running easterly along the center line of said Melnea Cass Boulevard to the intersection of Melnea Cass Boulevard and Harrison Avenue.

Thence turning and running northeasterly along the center line of said Harrison Avenue to the intersection of Harrison Avenue and Massachusetts Avenue.

Thence turning and running northeasterly along the center line of said Massachusetts Avenue to the point of beginning.

Highland Park Planning Area

Beginning at a point on the center line of the Southwest Arterial also known as the intersection of Tremont Street, New Dudley Street and Columbus Avenue following the center line of Columbus Avenue to a point on the center line of Marcella Street.

Thence turning and running easterly and continuing easterly on a straight line to a point on the center line of Washington Street.

Thence turning and running northerly following the center line of Washington Street to the intersection of Washington Street and the Shawmut Avenue extension.

Thence continuing northerly along the center line of said Shawmut Avenue extension to the intersection of Shawmut Avenue and New Dudley Street.

Thence turning and running westerly following the center line of New Dudley Street to the point of beginning.

Hampden-George Planning Area

Beginning at a point on the center line of Harrison Avenue at the intersection of Massachusetts Avenue and Harrison Avenue southwesterly along said Harrison Avenue to Melnea Cass Boulevard.

Thence turning and running easterly following the center line at said Melnea Cass Boulevard to a point on the center line of Albany Street at the intersection of Melnea Cass Boulevard and Albany Street.

Then turning and running southwesterly following the center line of said Albany Street to a point on the center line of Norfolk Street.

Thence turning and running southeasterly following the center line of said Norfolk Street to a point on the center line of Hampden Street at the intersection of Norfolk Street and Hampden Street.

Thence turning and running southerly following the center line of said Hampden Street to a point on the center line of Eustis Street.

Thence turning and running southeasterly following the center line of said Eustis Street to a point on the center line of Magazine Street which is the intersection of Eustis Street and Magazine Street.

Thence turning and running northeasterly following the center line of said Magazine Street to a point on the center line of Massachusetts Avenue at the intersection of Magazine Street and Massachusetts Avenue.

Thence turning and running northwesterly following the center line of said Massachusetts Avenue to the point of the beginning.

Dudley Square Planning Area

Beginning at a point on the center line of Shawmut Avenue at the intersection of Melnea Cass Boulevard and Shawmut Avenue southerly along the center line of said Shawmut Avenue to the intersection of Washington Street and Saint James Street.

Thence turning and running easterly along the center line of said Saint James Street to the intersection of Saint James Street and Warren Street.

Thence turning and running northerly along the center line of said Warren Street to the intersection of Warren Street and Harrison Avenue.

Thence continuing northerly on said Harrison Avenue following the center line to the intersection of Harrison Avenue and Melnea Cass Boulevard.

Thence turning and running northwesterly along the center line of said Melnea Cass Boulevard to the point of beginning.

Sav-Mor Planning Area

Beginning at a point on the center line of Warren Street at the intersection of Moreland Street and Warren Street southerly to the intersection of Warren Street, Townsend Street and Quincy Street.

Thence turning and running southeasterly following the center line at said Quincy Street to a point on the center line of Blue Hill Avenue which is at the intersection of Quincy Street and Blue Hill Avenue.

Thence turning and running northerly following the center line of said Blue Hill Avenue to a point on the center line of Moreland Street which is at the intersection of Blue Hill Avenue and Moreland Street.

Thence turning and running northwesterly following the center line of said Moreland Street to the point of beginning.

Shirley-Eustis Planning Area

Beginning at a point on the center line of Hampden Street at the intersection of Eustis Street and Hampden Street southerly to the intersection of Hampden Street and Dudley Street.

Thence turning and running southeasterly following the center line of said Dudley Street to a point on the center line of Blue Hill Avenue at the intersection of Dudley Street and Blue Hill Avenue.

Thence turning and running southerly following the center line of said Blue Hill Avenue to a point on the center line of West Cottage Street at the intersection of Blue Hill Avenue and West Cottage Street.

Thence turning and running easterly following the center line of said West Cottage Street to a point on the center line of the Midlands Railroad tracks.

Thence turning and running northerly following the center line of the Midlands Railroad tracks to Massachusetts Avenue.

Thence turning and running northwesterly following the center line of said Massachusetts Avenue to a point on the center line of said Massachusetts Avenue to a point on the center line of Magazine Street which is the intersection of Massachusetts Avenue and Magazine Street.

Thence turning and running southwesterly following the center line of said Magazine Street to a point on the center line of Eustis Street which is at the intersection of Magazine Street and Eustis Street.

Thence turning and running northwesterly following the center line of said Eustis Street to the point of beginning.

Mt. Pleasant Planning Area

Beginning at a point on the center line of Harrison Avenue at the intersection of Melnea Cass Boulevard and Harrison Avenue southerly along said Harrison Avenue to the intersection of Harrison Avenue and Warren Street.

Thence continuing southerly along the center line of said Warren Street to a point on the center line of Moreland Street.

Thence turning and running easterly following the center line of said Moreland Street to a point on the center line of Blue Hill Avenue at the intersection of Moreland Street and Blue Hill Avenue.

Thence turning and runni. g northerly following the center line of said Blue Hill Avenue to a point on the center line of Dudley Street.

Thence continuing northwesterly along the center line of said Dudley Street to a point on the center line of Hampden Street.

Thence continuing northerly following the center line of said Hampden Street to a point on the center line of Norfolk Street at the intersection of Hampden Street and Norfolk Street.

Thence turning and running northwesterly following the center line of said Norfolk Street to a point on the center line of Albany Street.

Thence turning and running northeasterly following the center line of Albany Street to a point on the center line of Melnea Cass Boulevard.

Thence turning and running westerly along the center line of said Melnea Cass Boulevard to the point of beginning.

Quincy-Geneva Planning Area

Beginning at a point on the center line of Blue Hill Avenue at the intersection of Blue Hill Avenue and Seaver Street southerly along the center line of said Seaver Street to the intersection of Seaver Street and Erie Street.

Thence turning and running northeasterly along the center line of said Erie Street to the Midlands Railroad.

Thence turning and running northerly along the center line of said Midlands Railroad to the intersection of the Midlands Railroad line and West Cottage Street.

Thence turning and running westerly along the center line of said West Cottage Street to the intersection of West Cottage Street and Blue Hill Avenue.

Thence turning and running southerly along the center line of said Blue Hill Avenue to the point of beginning.

Washington Park North Planning Area

Beginning at a point on the center line of Washington Street at the intersection of Washington Street and Saint James Street southerly to the intersection of Washington Street and Townsend Street.

Thence turning and running southeasterly following the center line of said Townsend Street to a point on the center line of Warren Street at the intersection of Townsend Street and Warren Street.

Thence turning and running northerly following the center line of said Warren Street to a point on the center line of Saint James Street.

Thence turning and running westerly following the center line of said Saint James Street to the point of beginning.

Washington Park South Planning Area

Beginning at a point on the center line of Marcella Street at the intersection of Marcella Street and Columbus Avenue also known as the Southwest Arterial easterly along the center line of said Marcella Street.

Thence continuing on an easterly direction in a straight line to a point on the center line of Washington Street.

Thence turning and running southwesterly following the center line of Washington Street to a point on the center line of Townsend Street which is at the intersection of Washington Street and Townsend Street.

Thence turning and running southeasterly along the center line of said Townsend Street to a point on the intersection of Warren Street, Townsend Street and Quincy Street.

Thence continuing southeasterly following the center line of said Quincy Street to a point on the center line of Blue Hill Avenue which is the intersection of Quincy Street and Blue Hill Avenue.

Thence turning and running southerly following the center line of said Blue Hill Avenue to a point on the center line of Seaver Street.

Thence turning and running northwesterly following the center line of said Seaver Street to a point on the center line of Columbus Avenue at the intersection of Seaver Street, Walnut Avenue and Columbus Avenue.

Thence continuing northwesterly following the center line of Columbus Avenue to the point of beginning.

Parcel 18 Planning Area

Beginning at a point from the intersection of Massachusetts Avenue and the Conrail Right-of-Way; thence following southwesterly along said Conrail right-of-way to the intersection of New Dudley Street and said Conrail right-of-way; thence following easterly along said New Dudley Street and Tremont Street; thence northeasterly along said Tremont Street to the intersection of said Tremont Street and Massachusetts Avenue; thence westerly along said Massachusetts Avenue to the point of beginning.

Washington Street Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Washington Street Boulevard Planning District (BPD), shall be included in the said Washington Street BPD area as follows.

Beginning at a point from the intersection of Massachusetts Avenue and Washington Street; thence following along said Washington Street in a southerly direction to a point at the intersection of Washington Street and Columbus Avenue.

Blue Hill Avenue Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Blue Hill Avenue Boulevard Planning District (BPD), shall be included in the said Blue Hill Avenue BPD area as follows.

Beginning at a point from the intersection of Pleasant Street, Dudley Street, Magazine Street and Blue Hill Avenue; thence following in a southerly direction along said Blue Hill Avenue to a point at the intersection of Blue Hill Avenue and Seaver Street.

Melnea Cass Boulevard Boulevard Planning District

Ary property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Melnea Cass Boulevard Planning District (BPD) shall be included in the said Melnea Cass BPD area as follows. Beginning at a point from the intersection of Melnea Cass Boulevard and Columbus Avenue; hence following along said Melnea Cass Boulevard in a westerly direction to a point at the intersection of said Melnea Cass Boulevard and the Midland Divide right-of-way.

Warren Street Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is ad,acent to or contiguous with the Warren Street Boulevard Planning District (BPD), shall be included in the said Warren Street BPD area as follows.

Beginning at a point from the intersection of Warren Street and Hunneman Street; thence following along said Warren Street, southerly, to a point at the intersection of Warren Street and Blue Hill Avenue.

Shawmut Avenue Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Shawmut Avenue Boulevard Planning District (BPD), shall be included in the said Washington Street BPD area as follows.

Beginning at a point from the intersection of Washington Street and Shawmut Avenue; thence following northerly along said Shawmut Avenue to the intersection of Melnea Cass Boulevard and Shawmut Avenue.

Dudley Street Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Dudley Street Boulevard Planning District (BPD), shall be included in the said Dudley Street BPD area as follows.

Beginning at a point from the intersection of Roxbury Street, Centre Street, Highland Street and Dudley Street; thence westerly following along said Dudley Street to the Midlands Division right-of-way.

Columbia Road Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Columbia Road Boulevard Planning District (BPD), shall be included in the said Columbia Road Boulevard Planning District as follows.

Beginning at a point from the intersection of Ceylon Street, Richfield Street, and Columbia Road; thence southwesterly following along said Columbia Road to the intersection of said Columbia Road and Seaver Street.

Tremont Street Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Tremont Street Boulevard Planning District (BPD), shall be included in the said Tremont Street BPD area as follows.

Beginning at a point from the intersection of Massachusetts Avenue and Tremont Street; thence southwesterly following along said Tremont Street to the intersection of said Tremont Street and Columbus Avenue.

Seaver Street Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the said Seaver Street Boulevard Planning District (BPD), shall be included in the said Seaver Street BPD area as follows.

Beginning at a point from the intersection of Columbus Avenue, Walnut Avenue, and Seaver Street, thence following along said Seaver Street southeast to the intersection of said Seaver Street and Erie Street.

Massachusetts Avenue Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Massachusetts Avenue Boulevard Planning District (BPD), shall be included in the said Massachusetts BPD area as follows.

Beginning at a point from the intersection of the Conrail right-of-way and Massachusetts Avenue; thence following along said Massachusetts Avenue southeasterly to the Midland Division right-of-way.

Columbus Avenue Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Columbus Avenue Boulevard Planning District (BPD), shall be included in the said Columbus Avenue (BPD) area as follows.

Beginning at a point from the intersection of Massachusetts Avenue and Columbus Avenue; thence following southerly along said Columbus Avenue to the intersection of Columbus Avenue and Melnea Cass Boulevard.

Also, beginning at a point from the intersection of Columbus Avenue and Tremont Street; thence following southerly along said Columbus Avenue to the intersection of Columbus Avenue, Walnut Avenue and Seaver Street.

Norfolk Avenue Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Norfolk Avenue Boulevard Planning District (BPD), shall be included in the said Norfolk Avenue BPD as follows.

Beginning at a point from the intersection of Norfolk Avenue and Hampden Street; thence following along said Norfolk Avenue in an easterly direction to a point at the intersection of Norfolk Avenue and the Midland Divide right-of-way.

Quincy Street Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Quincy Street Boulevard Planning District (BPD), shall be included in the said Quincy Street BPD area as follows.

Beginning at a point from the intersection of Quincy Street and Warren Street; thence following along said Quincy Street in an easterly direction to a point at the intersection of Quincy Street and the Midland Division right-of-way.

Humboldt Avenue Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Humboldt Avenue Boulevard Planning District (BPD), shall be included in the said Humboldt Avenue BPD as follows.

Beginning at a point from the intersection of Seaver Street and Humboldt Avenue; thence following along said Humboldt Avenue in a northerly direction to a point at the intersection of Humboldt Avenue and Martin Luther King Boulevard.

Geneva Avenue Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Geneva Avenue Neighborhood Business District (NBD), shall be included in the said Geneva NBD as follows.

Beginning at a point from the intersection of Blue Hill Avenue and Geneva Avenue; thence following along said Geneva Avenue in an easterly direction to a point at the intersection of Geneva Avenue and Columbia Road.

Washington Street Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Washington Street Neighborhood Business District (NBD), shall be included in the said Washington Street NBD area as follows.

Beginning at a point from the intersection of Blue Hill Avenue and Washington Street; thence following along said Washington Street in an easterly direction to a point at the intersection of Washington Street and Erie Street.

Strathcona Road Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Strathcona Road Neighborhood Business District (NBD), shall be included in the said Strathcona NBD as follows.

Beginning at a point from the intersection of Washington Street and Strathcona Road; thence following along said Strathcona Road in a northerly direction to a point at the intersection of Geneva Avenue and Strathcona Road.

Centre Street Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Centre Street Neighborhood Business District (NBD), shall be included in the said Centre Street NBD as follows.

Beginning at a point from the intersection of Centre Street and Highland Street; thence following along said Highland Street in a southerly direction to a point at the intersection of Highland Street and Marcella Street in a westerly direction to a point at the intersection of Marcella Street and Centre Street; thence following along Centre Street in a northerly direction to a point at the intersection of Centre Street and Highland Street.

Shawmut Avenue Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Shawmut Avenue Neighborhood Business District (NBD), shall be included in the said Shawmut Avenue NBD as follows.

Beginning at a point from the intersection of Massachusetts Avenue and Shawmut Avenue; thence following along said Shawmut Avenue in a southerly direction to a point at the intersection of Shawmut Avenue and Kendall Street.

Dudley Triangle Special Study Area

Beginning at a point on the center line of Blue Hill Avenue at the intersection of Dudley Street and said Blue Hill Avenue following southerly along the center line of said Blue Hill Avenue to a point on the center line of West Cottage Street; thence turning and running northeasterly along the center line of West Cottage Street to a point on the center line of Dudley Street; thence turning and running northwesterly along the center line of said Dudley Street to the point of beginning.

Parcel 18 Special Study Area

Beginning at a point from the intersection of Massachusetts Avenue and the Conrail Right-of-Way; thence following southwesterly along said Conrail right-of-way to the intersection of New Dudley Street and said Conrail right-of-way; thence following easterly along said New Dudley Street and Tremont Street; thence northeasterly along said Tremont Street to the intersection of said Tremont Street and Massachusetts Avenue; thence westerly along said Massachusetts Avenue to the point of beginning.

MBTA Parcel 9/South End Urban Renewal Area Disposition

Parcel X28B Affordable Housing Reserve District

Beginning at a point on the side line of Washington Street southerly along said sideline of Washington Street 133.87'; thence turning and running following a line on the northerly side of the proposed future transit reservation to a point on the easterly side line of Shawmut Avenue; thence turning and running northerly along said side line to a point at the intersection of the Ball Street side line; thence turning and running easterly along the side line of said Ball Street to the point of beginning.

Bartlett Yard Affordable Housing Reserve District

Beginning at a point on the center line of Washington Street at the intersection of Bartlett Street and Washington Street following southerly along the center line of said Washington Street to a point on the center line of Guild Street; thence turning and running westerly along the center line of said Guild Street to a point on the center line of Lambert Avenue; thence turning and running northerly along the center line of said Lambert Avenue to a point on the center line of Bartlett Street; thence turning and running easterly along the center line of said Bartlett Street to the point of beginning.

Parcel P-2C Mixed Use Reserve District

Beginning at a point on the westerly side line of Shawmut Avenue southwesterly 29°-48'-23" 288.18'; thence turning and running northwesterly 53°-42'-08" 335.10'; thence turning and running northeasterly 28°-34'-17" 274.20'; thence turning and running northwesterly 56°-51'-12" 45.00'; thence turning and running northeasterly 28°-13'-48" 167.25'; thence turning and running southeasterly 60°-58'-12" 67.49'; thence turning and running southwesterly 29°-48'-33" 173.70'; thence turning and running southwesterly 60°-11'-38" 173-70'; thence turning and running southeasterly 60°-11'-38" 344.27' to the point of beginning.

Industrial Economy Reserve District

Beginning at the intersection of Melnea Cass Boulevard and Hampden Street: thence southerly along said Hampden Street to Norfolk Avenue; thence southerly and southeasterly along said Norfolk Avenue; thence southerly and southeasterly along said Norfolk Avenue to Proctor Street; thence northerly and northeasterly along said Proctor Street to Massachusetts Avenue; thence northerly and northwesterly along said Massachusetts Avenue to Melnea Cass Boulevard; thence along said Melnea Cass Boulevard to the point of beginning.

Beginning at a point on the center line of Shawmut Avenue at the intersection of Melnea Cass Boulevard and Shawmut Avenue following southerly along the center line of said Shawmut Avenue to a point on the center line of Roxbury Street; thence turning and running easterly along the center line of Roxbury Street to a point on the center line of Guild Row at the intersection of Roxbury Street and Guild Row; thence turning and running southeasterly along the center line of said Guild Row to a point on the center line of Dudley Street at Dudley Square; thence turning and running easterly along the center line of said Dudley Street to a point on the center line of Harrison Avenue; thence turning and running northerly along the center line of said Harrison Avenue to a point on the center line of Melnea Cass Boulevard; thence turning and running along the center line of said Melnea Cass Boulevard to the point of beginning.

Text Amendment Application No. 122 Text Amendment No. 92

Richard B. Fenton
Chairman

Robert L. Mean
Vice Chairman

Edward J. D'Agostino

Martha Bernard Welsh

Robert Fowden

Imogene M. Wilson

Ann M. Perry

Joseph W. Joyce

Jean McGrath

Clerk

In Zoning Commission Adopted July 14, 1987

Attest: Marguerite Kilcoyne
Secretary

Mayor, City of Boston

Date:

The foregoing amendment was presented to the Mayor on July 31, 1987, and was not returned by him with objections thereto in writing within fifteen days thereafter. The foregoing amendment, therefore, became effective on August 18, 1987, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

Attest: Marguerite Kilcoyne
Secretary

Aigner™ LEGAL INDEX™ · EXHIBIT DIVIDERS

# SOUTH END MEDICAL AREA PLANNING STUDY

## Recommendations

*May 1989*

*Prepared for:*

The University Hospital

*Prepared by:*

Robert F. Walsh Associates, Inc.
CBT/Childs Bertman Tseckares & Casendino Inc.
Howard/Stein-Hudson Associates, Inc.

Recommendations

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The University Hospital

88 East Newton Street
Boston Massachusetts
02118-2393
617 638 7964

J. Scott Abercrombie, Jr., M
President

May 1989

Dear Reader:

The following report culminates a coordinated effort by a large number of people and organizations and represents a major accomplishment for the South End Medical Area. On behalf of the University Hospital, which sponsored the effort, I wish to thank all of those who participated in the planning study.

The important benefits of the study are two. First, we now have an inventory of all of the initiatives, in both the public and private sectors, that are likely to have an impact upon our neighborhood over the next decade. Second, our study process has elicited recommendations on how these initiatives can be managed for mutual benefit and, at the same time, to cause the least amount of disruption to area residents, institutions, and businesses.

I hope that this report will go a long way in guiding us over the next several years as the anticipated initiatives and events unfold, and that it will assure that the South End Medical Area's potential is achieved as a superb mixed-use location for health-care delivery, housing, and business.

A report such as this will remain relevant only if the group that put it together maintains its commitment to work together. The University Hospital staff and I will continue to encourage coordination among those who work and live in this area, and active involvement of all of us with City and State agencies, so that decisions affecting our community will take into account our overall needs and judgements.

Again, my gratitude to those who enabled this study and its underlying process to be so relevant, with the promise of lasting benefit for all of us who work or live in the South End.

Sincerely,

J. Scott Abercrombie Jr., M.D.
President

JSA:js

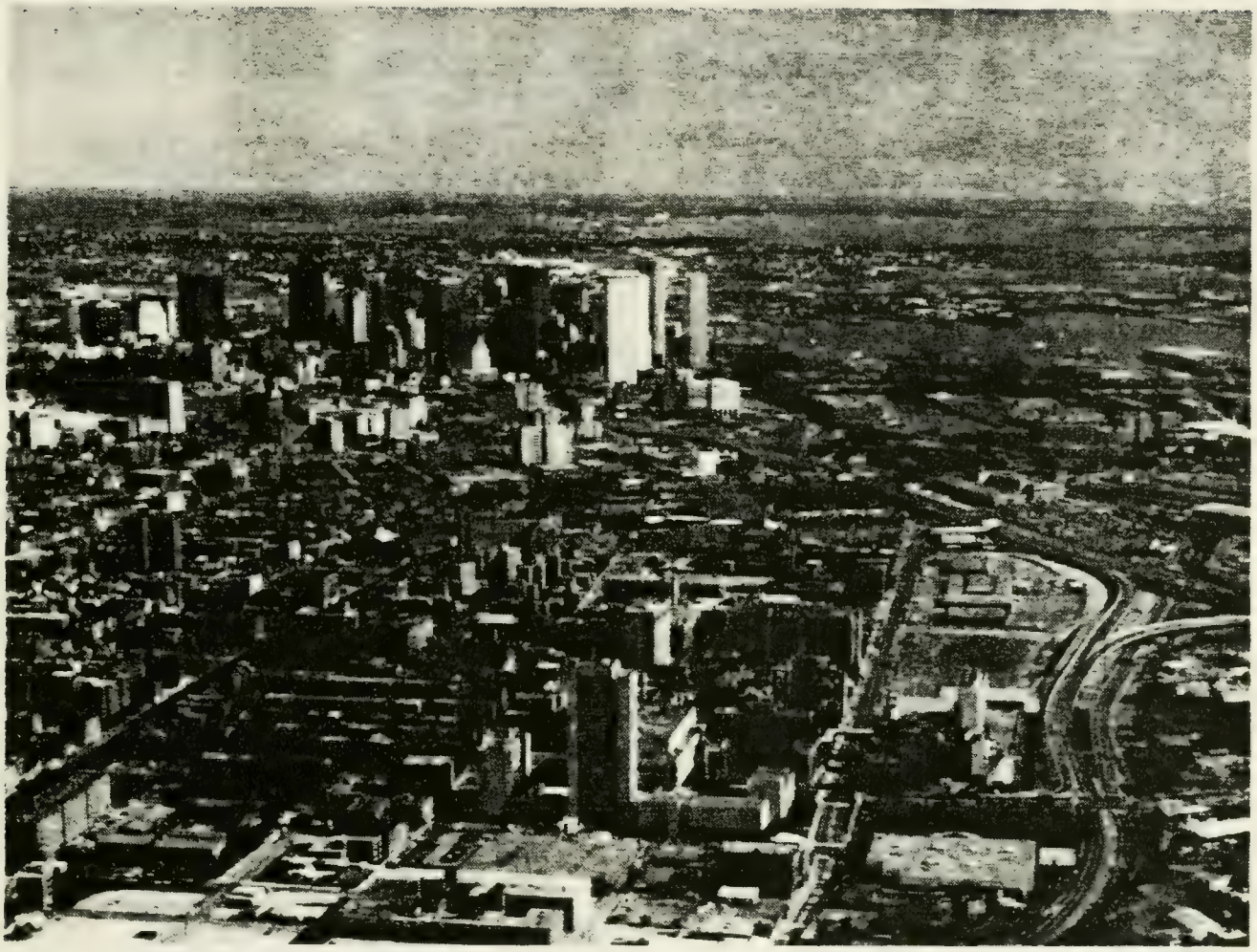
# I. BACKGROUND

Initiated by The University Hospital, this study has been prepared as a reaction to a number of recent public and private initiatives in the neighborhood surrounding several major medical institutions in the South End. Significant changes are occurring. Transportation improvements are being prepared, including the Central Artery reconstruction and the decision on a Washington Street replacement transit service. Land use and construction initiatives are underway, including the new Suffolk County House of Correction, disposition of publicly owned land for housing and gardens, and several policy decisions on zoning and traffic. New private development is being planned, including a new mixed use commercial development adjacent to The University Hospital.

The goal of this planning study was to gather detailed information from a local perspective on all aspects of the area, and to help create a vision of the character of redevelopment. By establishing consensus about a desirable future, the actions of the many participants in the redevelopment of the area might be coordinated, with positive results for all concerned.

The study has involved area institutions, businesses, and residents, as well as representatives from many of the involved agencies, authorities, and the City of Boston. A Task Force of participants was organized, to focus discussions and ensure broad involvement. A team of consultants Robert F. Walsh Associates, Inc., CBT/Childs Bertman Tseckares & Casendino Inc., and Howard/Stein-Hudson Associates, Inc. was brought together to support the planning effort.

The first discussion centered on the definition of an appropriate study area. After reviewing existing land use patterns, neighborhood character, and potential for change, the outline of a clear district emerged. The general boundaries of the study stretch from Massachusetts Avenue on the south to Herald Street on the north, and from the Southeast Expressway on the east to Washington Street on the west. This area has no strong existing identity, other than that provided by the most predominate users the medical institutions of Boston City Hospital, Boston University Medical Campus, and The University Hospital. So the term "South End Medical Area" was created.



SOUTH END MEDICAL AREA
AERIAL VIEW

Figure 1

Part of the interest in the South End Medical Area is due to its strategic location. Close to the downtown, it has excellent highway access, which will be further improved when the new Central Artery network has been completed. Once the Third Harbor Tunnel is completed, rapid access to the airport without passing through downtown will be possible. Major streets connect the area to the rest of Boston. Finally, the South End Medical Area borders vital, changing neighborhoods the South End and Lower Roxbury residential areas, Chinatown, and the Newmarket industrial district.

The study consisted of two major parts. The initial steps were to gather information on the existing land use and transportation conditions in the study area and to document the proposed development, public improvements, neighborhood concerns, and pressures that are driving change. The South End Medical Area Task Force reviewed and clarified the data compiled and provided overall guidance and direction for the remainder of the study. The Task Force met regularly to review the data and to advise on the next steps.

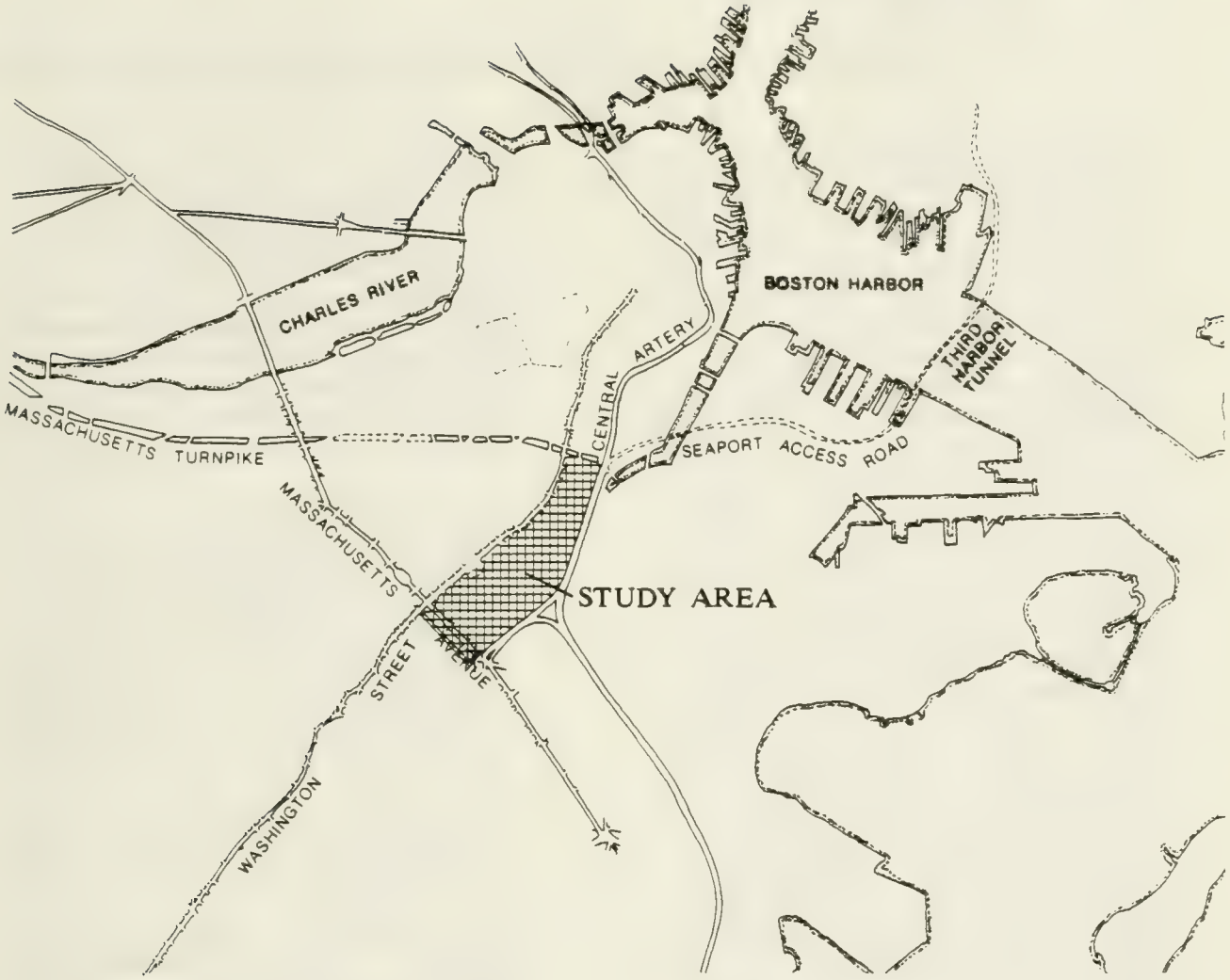
Following the data-gathering phase, planning and policy issues for further study were identified, to be addressed by specific recommendations. These issues included urban design, land use, the regulatory framework, transportation facility design, and transportation policy.

Draft recommendations have been studied and reviewed by two subcommittees of the Task Force, one focussing on land use and the other on transportation.

The recommendations are presented in this report for widespread discussion and review. A summary of existing conditions and important ongoing planning and development efforts has been included. A brief review of alternative land use scenarios that have been studied is included. Finally, a few comments concerning implementation have been added, with the expectation that some of these recommendations might, after further study and refinement, be accomplished.

In summary, this report can serve as a framework that will assist all of the participants, in both the public and private sectors, in the formulation of public policy and as a guideline for private initiatives.

The value of any planning report is measured by the degree to which its recommendations are adopted and interaction by the participants provides for continuing dialogue and consensus.




STUDY AREA LOCATION MAP

Figure 2

## II. EXISTING LAND USE PATTERNS

The future character of the South End Medical Area will grow from existing land use patterns. Part of the challenge of this study has been to unravel the complex pattern of existing uses, in order to understand how future patterns of development may occur. A complete inventory of existing conditions was assembled as a first phase of this study. The summary report of that effort was distributed in August 1988. This inventory not only established land use and ownership, but considered zoning and historic resources, utilities, urban form, and overall opportunities and constraints. The report concluded with a survey of proposed developments, public improvements, and neighborhood concerns. The results of the survey served as the basis for the conclusions of this report; it might be useful to quickly summarize the general land use patterns as a convenient point of reference.

The study area forms the eastern portion of the larger South End neighborhood. While the majority of the South End is residential, the study area includes a diverse mix of uses, principal components of which are institutional, industrial, and residential uses. The following diagram shows the ground floor uses of buildings in the study area. Also indicated are major public open spaces and surface parking areas. Much of the area shown as vacant or unbuilt is in fact open space associated with existing developments - the hospital complexes, for example.

Most residential uses within the study area are located between Washington Street and Harrison Avenue, and include the Worcester Square area and the Cathedral Housing Development. Residences in the Worcester Square area are principally multiple-unit brick row houses, typical of the majority of the residential buildings in the South End.

The Cathedral Housing Development bounded by Washington Street, Monsignor Reynolds Way, Harrison Avenue, and East Brookline Street, consists of low to mid-rise, multi-family apartment buildings. Additional apartment buildings are scattered on several sites, particularly on the cross streets between Harrison Avenue and Albany Street.

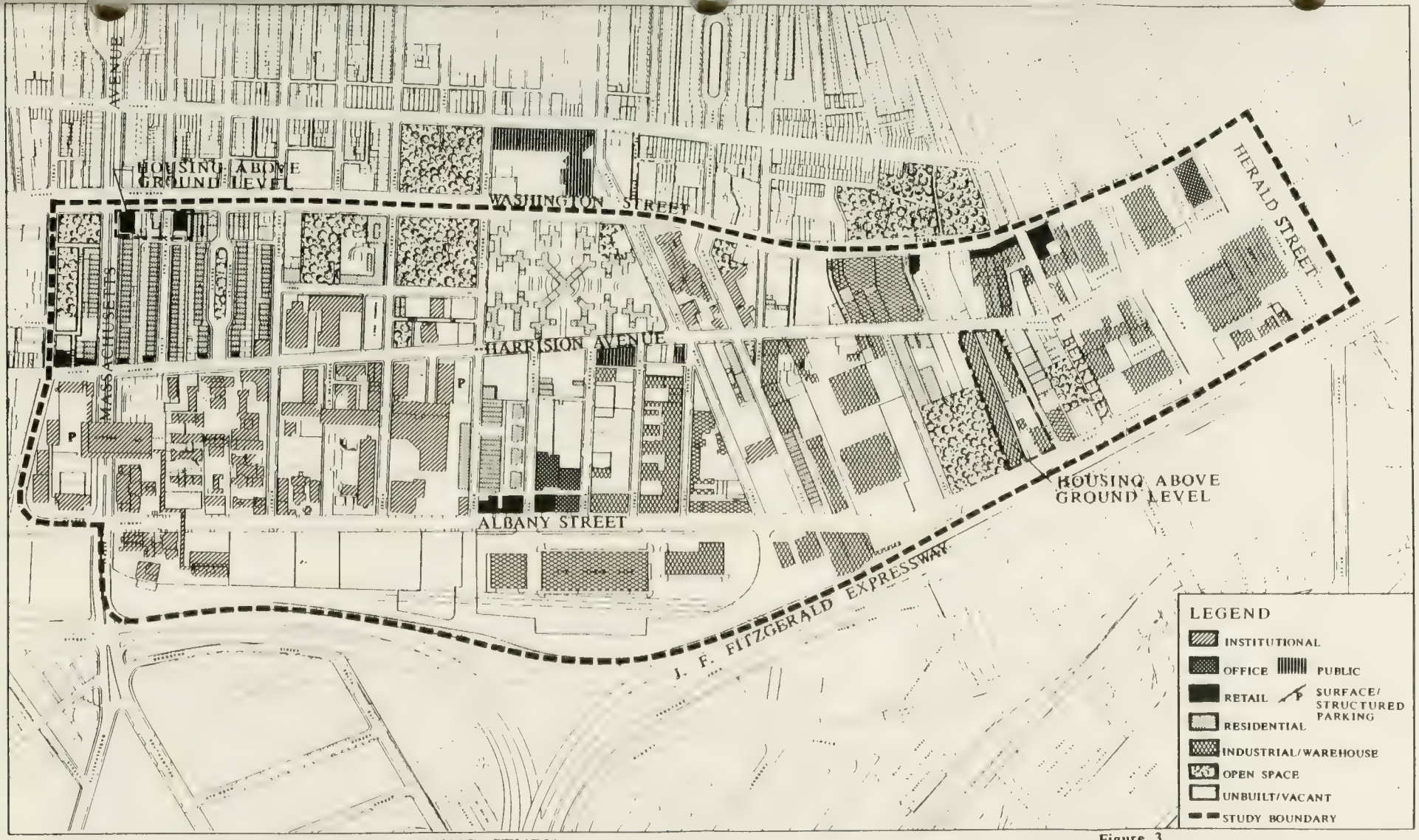
Institutional uses within the study area can be categorized into two principal groups. In one group are the medical and teaching

facilities associated with Boston City Hospital, The University Hospital, and Boston University. These institutions are clustered in the southern corner of the study area, defined by Harrison Avenue and East Brookline Street. The second institutional group is represented by the Church of the Immaculate Conception and the Cathedral of the Holy Cross and their related facilities.

A variety of light industrial uses are located in the northern half of the study area, along Albany Street and the Southeast Expressway. A significant portion of the land in this area is used for surface parking.

Small pockets of commercial and retail uses occur at points along Washington Street, Harrison Avenue, and Albany Street.

Uses surrounding the study area include South End residential districts, the Roxbury neighborhood across Massachusetts Avenue to the south, various industrial uses across the Southeast Expressway corridor, and the Chinatown neighborhood, which is a mixture of residential and commercial uses, located to the north across the Massachusetts Turnpike.




SOUTH END MEDICAL AREA PLANNING STUDY

Figure 3

EXISTING LAND USE

Prepared For:
The University Hospital

Consultants:
Robert F. Walsh Associates, Inc.
Howard/Stein-Hudson Associates
CBT/Childs Bertman Tseckares & Casendino Inc

## III. EXISTING AND PROJECTED TRANSPORTATION CONDITIONS

The proximity of the South End Medical Area to downtown Boston, Logan International Airport and the regional highway network poses unique problems and opportunities in terms of transportation-related issues. Both residents and employers have always been concerned with traffic congestion, parking availability, and transit service.

### A. Existing and Proposed Traffic Patterns and Operations

Geographically, the South End Medical Area is located immediately adjacent to two of the major regional highway links within the city -- the Southeast Expressway (Route 3/I-93) and the Massachusetts Turnpike (Route I-90). The Southeast Expressway provides direct access to the South Shore and other locations south of the City, and, to the north, to the Central Artery and the Massachusetts Turnpike. The Central Artery provides direct access to all downtown Boston locations including South Station, the Financial District, Government Center and the North Station areas. The Central Artery also provides access to Logan International Airport via the Sumner and Callahan Tunnels and to points north via I-93 and Route 1. The Massachusetts Turnpike provides regional access to the area from Route 128 (I-95) and other areas further west.

The majority of traffic traveling to and from, as well as through, the South End Medical Study Area is served principally by the major north-south (Washington Street, Harrison Avenue and Albany Street) and east-west (Melnea Cass Boulevard, Massachusetts Avenue, Malden Street/Monsignor Reynolds Way/West Dedham Street, East Berkeley Street and Herald Street) roadways. The one-way street pattern on the remaining streets in the study area does not lend itself to anything other than local traffic. Nevertheless, significant volumes of traffic use study area roadways to bypass peak hour congestion on these regional facilities. Through traffic, particularly north-south traffic, is the main contributor to traffic volumes, and congestion, within the study area. Local traffic destined for the study area comprises only about 12% of the 166,000 total vehicle trips passing into and out of the area every day.

Existing peak hour Level of Service (LOS) at key study area intersections is explained in Table 1 and summarized in Table 2. As shown, intersection capacity problems generally occur along the major east-west connectors which handle the larger traffic volumes. Massachusetts Avenue at its intersections with Harrison, Melnea Cass Boulevard and Albany Street, operates at an unacceptable level of service (LOS E or F) during peak hour periods. In

Table 1
Intersection Level of Service (LOS) Designations (1)

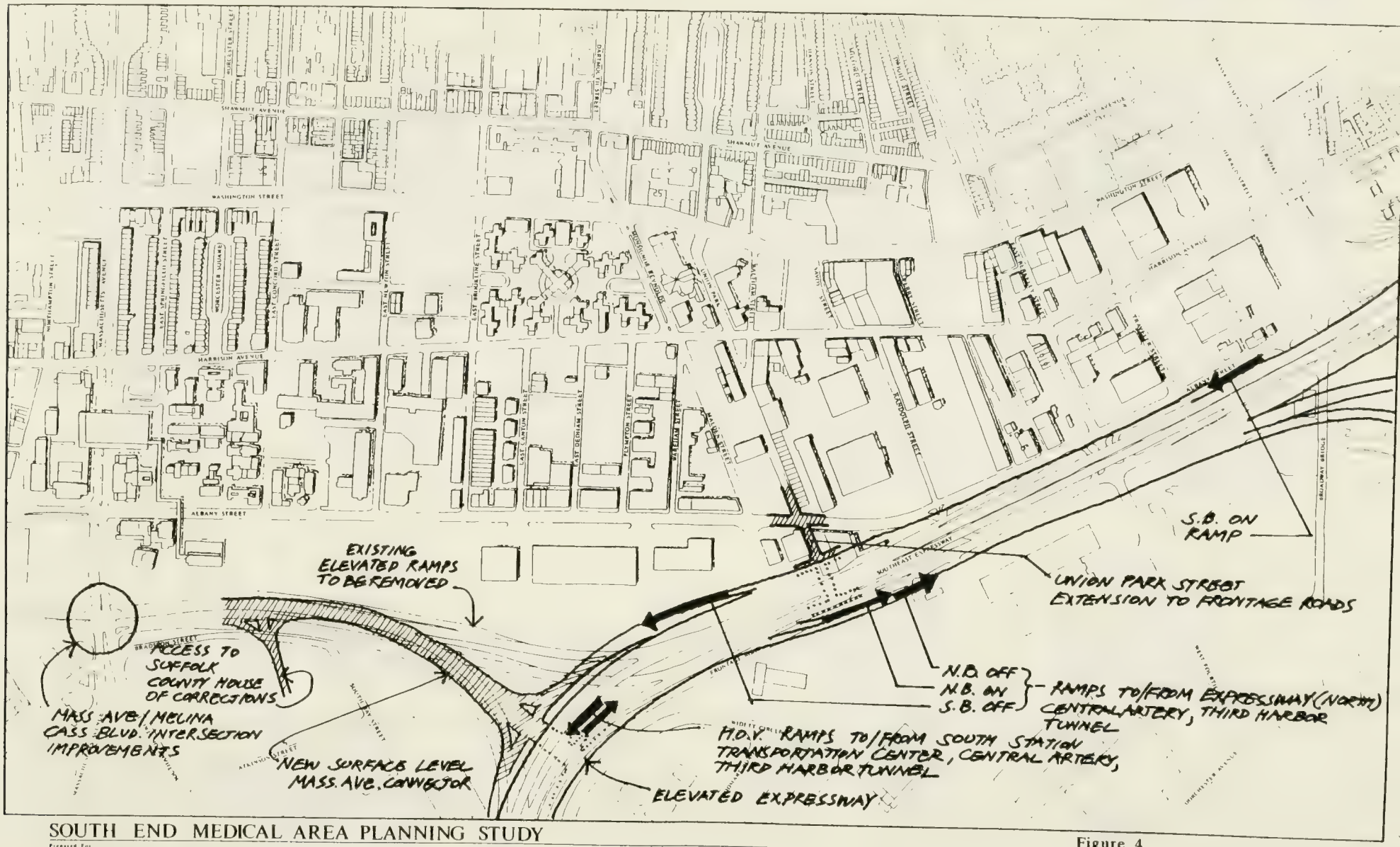
| Level of Service | Description | Delay Range (2) Seconds per Vehicle | Reserve Capacity (3) (Vehicles per Hour) |
|---|---|---|---|
| LOS A | Describes a condition of free flow, with low volumes and relatively high speeds. There is little or no reduction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay. | 0.00-5.0 | 400 |
| LOS B | Describes a condition of stable flow, with desired operating speeds relatively unaffected, but with a slight deterioration of maneuverability within the traffic stream. | 5.1-15.0 | 300-399 |
| LOS C | Describes a condition still representing stable flow, but speeds and maneuverability begin to be restricted. The general level of comfort begins to deteriorate noticeably at this level. | 15.1-25.0 | 200-299 |
| LOS D | Describes a high-density traffic condition approaching unstable flow. Speeds and maneuverability become more seriously restricted, and the driver experiences a poor level of comfort. | 25.1-40.0 | 100-199 |
| LOS E | Represents conditions at or near the capacity of the facility. Flow is usually unstable, and freedom to maneuver within the traffic stream becomes extremely difficult. | 40.1-60.0 | 0-99 |
| LOS F | Describes forced-flow or breakdown conditions with queueing along critical approaches. Operating conditions are highly unstable as characterized by erratic vehicle movements along each approach. | 60.1 or greater | NA |

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1) Source: Transportation Research Board, Highway Capacity Manual, Special Report 209, National Research Council, 1985

2) Delay ranges relate to the mean stopped delay incurred by all vehicles entering the intersection for the movement or movements under consideration and do not consider the effects of traffic signal coordination. This criterion is intended for use in the evaluation of signalized intersections.

3) Reserve capacity refers to the unused capacity of the minor approach, on a per lane basis. This criterion is limited to use in the evaluation of unsignalized intersections.




SOUTH END MEDICAL AREA PLANNING STUDY

Prepared for
The University Hospital
Consultants
Robert E. Walsh Associates, Inc
Howard/Stein Hudson Associates

Figure 4

CITY OF BOSTON AND MDPW
PROPOSED TRAFFIC IMPROVEMENTS

Table 2

Existing Conditions (1988) Peak Hour Traffic Level of Service

Signalized Intersections

| | AM Peak LOS | AM Peak Average Delay | PM Peak LOS | PM Peak Average Delay |
|---|---|---|---|---|
| Washington/Melnea Cass Blvd. | D | 27.43 | F | 174.64 |
| Washington/Massachusetts Avenue | D | 35.99 | C | 15.40 |
| Washington/E. Newton | B | 9.66 | B | 13.69 |
| Washington/E. Brookline | A | 2.39 | A | 3.91 |
| Washington/Msgr. Reynolds Way | B | 12.36 | B | 13.25 |
| Washington/E. Berkeley | B | 13.53 | C | 15.42 |
| Washington/Herald | B | 10.36 | B | 11.90 |
| Harrison/Melnea Cass Blvd. | B | 10.34 | F | 704.58 |
| Harrison/Massachusetts Ave. | E | 44.93 | F | 86.47 |
| Harrison/E. Concord | B | 6.01 | A | 2.57 |
| Harrison/E. Newton | B | 10.91 | B | 9.89 |
| Harrison/E. Brookline | B | 9.74 | B | 8.79 |
| Harrison/E. Berkeley | B | 8.84 | B | 10.54 |
| Harrison/Herald | B | 7.56 | C | 17.28 |
| Albany/Massachusetts Ave. | F | 67.06 | F | 69.08 |
| Albany/Frontage/W. Fourth St. Bridge | F | 64.64 | D | 29.27 |
| Albany/E. Berkeley | B | 9.46 | B | 11.64 |
| Melnea Cass Blvd./Massachusetts Ave. | D | 36.02 | D | 28.73 |

Unsignalized Intersections

| | AM Peak LOS | AM Peak Reserve Capcty | PM Peak LOS | PM Peak Reserve Capcty |
|---|---|---|---|---|
| Harrison/Msgr. Reynolds/ Malden | F | -6 | F | -44 |
| Albany/ E. Concord | B | 307 | C | 243 |
| Albany/E. Newton | A | 666 | A | 451 |
| Albany/E. Brookline | E | 74 | A | 439 |
| Albany/Wareham | B | 347 | A | 723 |
| Albany/Malden | F | -93 | F | -89 |

addition, congestion west of the study area along Massachusetts Avenue can affect operations between Washington Street and Melnea Cass Boulevard.

Also exhibiting poor traffic operations is the intersection of Albany Street with the northbound Frontage Road and West Fourth Street. In particular, during the morning peak hour, many northbound Southeast Expressway motorists utilize the northbound Frontage Road in an attempt to bypass expressway congestion.

In the evening peak hour, the intersection of Washington Street with Melnea Cass Boulevard currently operates at Level of Service F. The intersection signal progression between the Washington Street and Harrison Avenue intersections should be improved to alleviate some problems at this location.

Harrison Avenue at Massachusetts Avenue is currently operating at capacity during the morning peak hour. Any additional traffic at this location could cause this intersection to fail, creating more congestion on Massachusetts Avenue. At Melnea Cass Boulevard, Harrison Avenue operates at LOS F during the evening peak hour, but with signal progression improvements between Washington Street and Harrison Avenue, as discussed above, the Level of Service could be improved. Providing a traffic signal at the intersection of Harrison Avenue with Malden Street will improve operations during the peak hour and provide a safer environment for pedestrians.

Harrison Avenue overall operates poorly within the midblock (intersection to intersection) locations within the study area. The reason for this poor operating condition is the amount of activity occurring on this two lane road. Parking movements in and out of curbside parking spaces and parking lots, combined with the amount of pedestrian activity crossing midblock and from behind parked cars, creates a constant state of friction for motorists travelling both north and south on this roadway.

Unsignalized intersections which exhibit poor operating conditions include Harrison with Monsignor Reynolds Way and Malden Street, and the intersections of Albany Street with Malden Street and E. Brookline Street. Operations at these intersections could be improved to acceptable levels through signalization. The remaining locations in the study area generally operate at acceptable levels of service during all time periods, although some unsignalized intersection operatons could also be improved with the addition of signals to improve safety.

Within the time frame for this planning study, several major public improvement projects will dramatically change the transportation infrastructure serving the South End Medical Area.

As part of the Central Artery/Third Harbor Tunnel project, the existing Massachusetts Avenue ramp connections to the Southeast Expressway will be replaced.

Although only in the preliminary stage, the current state proposal shows an at-grade roadway between the Massachusetts Avenue intersection with Melnea Cass Boulevard and the Southeast Expressway Frontage Road northbound roadway. This replacement roadway, referred to as the "Massachusetts Avenue Connector" on state plans, will terminate at a "T" intersection with the Frontage Road northbound roadway. A Frontage Road southbound roadway extending south from the intersection of Albany and Randolph Streets will also be provided.

High Occupancy Vehicle (bus/carpool) lanes will be provided down the center of the Southeast Expressway to the Central Artery, South Station and the Third Harbor Tunnel. These lanes will be directly accessible via the Massachusetts Avenue Connector and the north and southbound Frontage Road ramps to the Southeast Expressway.

Two at-grade intersections are currently proposed along the Massachusetts Avenue Connector, one at Union Park Street, and a second at the roadway providing access to the Suffolk County Correctional Institution to be located east of the Massachusetts Avenue Connector. The location of the intersection for the proposed Suffolk County Correctional Institution is approximately opposite East Concord Street on the Massachusetts Avenue Connector.

The South Boston Bypass/Seaport Access Road will also be accessible via the Massachusetts Avenue Connector and the north and southbound frontage roads.

Currently, the proposal provides no net loss of surface parking, an important concern given present and future parking demands. However, during construction, surface spaces may be temporarily lost.

The City of Boston is currently proposing a pair of entrance and exit ramps connecting the Back Bay/South Cove area directly to the Massachusetts Turnpike. As currently proposed, an eastbound on-ramp would be constructed at Tremont and Arlington Streets and a westbound off-ramp will be constructed at Berkeley Street. This proposal would require the elimination of the existing westbound on-ramp at Arlington Street. Inherent in this proposal are surface street improvements along Herald Street and Marginal Road. (It should be noted that the current Massachusetts Department of Public Works proposal for this area is limited to improvements in surface street connections to the Southeast Expressway.)

## B. Parking Supply and Demand

The total available parking supply in the South End Medical is approximately 7,400 spaces, of which 3,100 are open to the public and 4,300 are private. Over half of the spaces (4,400) are in surface lots, and 2,200 on-street. Only 800 spaces are in garages. Parking rates in the off-street facilities approach market rates ($8-$10 per day) for visitors, but are lower (no charge to $5/day) for employees.

Auto use to and from the area is the dominant mode choice for employee work travel and visitor travel (between 58 and 76 percent for employees, and 35% for BCH patients).

Parking accumulation in the study area is at or beyond capacity from between 11:00 AM and 3:00 PM. Parking demand actually peaks in the early afternoon around 1:00 - 2:00 PM. This pattern is typical for a hospital area, due to the overlap of shifts in the mid-afternoon.

While there is a theoretical parking deficit in the early afternoon, this is met by 1,500 unrestricted on-street parking spaces, which meet around 10 percent of hospital employee parking needs for Boston University Medical Center and Boston City Hospital, according to recent surveys.

Future parking needs for the area are currently being addressed by the individual institutions and employers on a project-by-project basis.

## C. Public Transportation

Transit use at between 13 and 28 percent accounts for the second most significant mode share for employee work travel to the area. To encourage transit use and to assist staff in reaching the MBTA's rapid transit stations, several shuttle services are offered by study area employers. However, the relocation of the Orange Line in 1987, which formerly provided direct service along Washington Street, eliminated a source of convenient, reliable rapid transit service within the area. Currently, MBTA Bus Route 49 provides temporary replacement service along the Washington Street corridor. Permanent replacement service for the corridor is currently under study by the MBTA and could possibly take the form of either bus or light rail service. In the longer term, the MBTA is investigating a number of modal options for circumferential transit service which would serve the corridor from JFK/UMASS Station through Ruggles Station into Cambridge. As currently proposed, there would be a stop or station in the vicinity of Massachusetts Avenue and Melnea Cass Boulevard.

## D. Pedestrian Environment

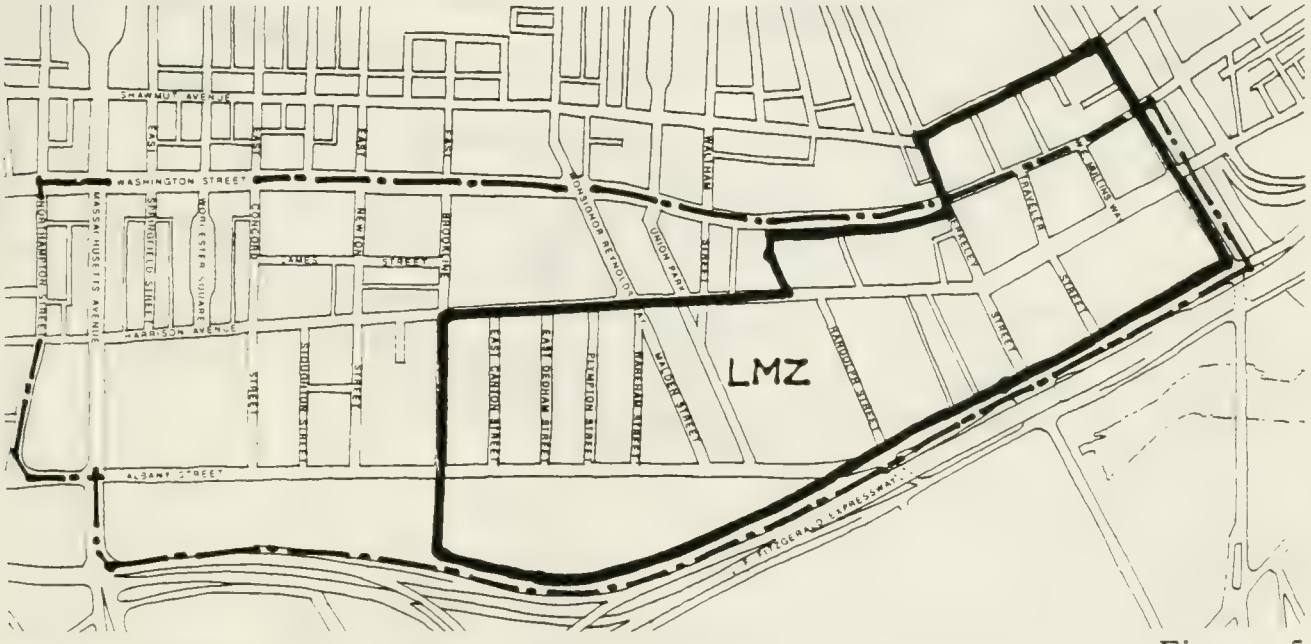
The highest volume of pedestrian activity in the study area is concentrated in the vicinity of the Boston City Hospital, Boston University Medical Center and the University Hospital. Pedestrian activity is highest in areas internal to each institution and along those public streets (East Concord Street and East Newton Street) that tend to bisect the campuses. Pedestrian traffic in the area is heaviest along Albany Street adjacent to the larger parking facilities serving the South End Medical Area institutions and along Albany Street between East Newton Street and Massachusetts Avenue. East Concord Street and East Newton Street between Albany Street and Harrison Avenue also exhibit high pedestrian activity. Perceived problems relate to high traffic volumes, wide street crossings, and security, particularly after dark.

## IV. PRELIMINARY LAND USE SCENARIOS FOR REDEVELOPMENT

As a means for testing potential future land use patterns, the consultant team created development projections or "scenarios" based on different potential zoning patterns. The three preliminary scenarios were assembled and refined, with the review and comment of the land-use subcommittee of the South End Medical Area Task Force. The discussion of these various scenarios helped formulate the draft recommendations which are included in this report. It is useful to summarize the preliminary land use scenarios before discussing recommendations.

The first scenario was a response to a city initiative to create a new zoning classification, the light manufacturing zone or "LMZ". The land use scenario calculated the effect of rezoning the existing M-2 zone and creating a new light manufacturing zone. The area generally from East Brookline Street to the Massachusetts Turnpike, excluding the Cathedral Housing Development and the Cathedral of the Holy Cross would be zoned "LMZ". Uses in the zone would include bio-medical research, back office space, light manufacturing, and artists' living and working space.

A block-by-block test of the density and use provisions showed that the LMZ would essentially freeze existing land use patterns and allow for limited infill of light manufacturing uses. Very




LIGHT MANUFACTURING ZONE

Figure 5

little office space would probably be constructed under this scenario, nor would housing occur of any significant amount. This lack of flexibility and perceived inconsistency with higher and better land uses influenced the elimination of this scenario.

The second land use scenario suggested that a portion of the existing M-2 district north of Malden Street would be rezoned to allow substantial quantities of new residential uses.

The addition of new housing in this area would reinforce the existing Union Park Street residential neighborhood and would take advantage of existing open space. Parcels that are subject to redevelopment south of Malden Street would be rezoned to allow new commercial mixed-use development. A significant emphasis on light manufacturing would be retained in this area.

Although this scenario was seen to be promising in many ways, it did not adequately address the potential for office and other high-end commercial development which could take advantage of the excellent highway access and visibility.




LIGHT MANUFACTURING/RESIDENTIAL SCENARIO

Figure 6

A third scenario examined the potential for market-driven commercial development, particularly along the expressway edge. Available development parcels in the area roughly bounded by Southeast Expressway, Harrison Avenue, East Canton Street and Malden Street would be set aside for lower-scale bio-medical and light industrial uses. This scenarios proposes a residential area centered around reallocated open space and adjacent to existing housing.

The third scenario was criticized for proposing commercial uses on the Harrison Avenue parcels behind the Cathedral Housing Development, instead of housing uses. This scenario also would create housing development near the expressway which would be inappropriate.




MARKET-DRIVEN OFFICE/COMMERCIAL AND RESIDENTIAL SCENARIO

Figure 7

# V. LAND USE RECOMMENDATIONS

A recommendation based upon current data and economic projections for future land use of the South End Medical Area has been created following the advice of the Land Use Subcommittee and incorporating many of the expressed concerns. In order to communicate the general land use intentions the following illustrative plan has been prepared which shows an idea of how the South End Medical Area could be redeveloped. It can be compared with the drawing of the existing conditions. Changes were highlighted according to assumptions about sites that could reasonably be expected to be redeveloped in the future.

The land use proposal includes five principal recommendations:

- The strip of land along the expressway could become high-end office and commercial development, because of both high visibility and good transportation access. Development can occur with minimal negative impacts on the surrounding area, and help generate direct and indirect public benefits.

- The area north of East Berkeley Street could become a commercial/ mixed-use area, with new office and retail space added to some of the existing industrial uses. Large parcels and blocks and excellent access would tend to encourage this type of use.

- The middle portion of the South End Medical Area (between East Brookline Street and Monsignor Reynolds Way, Harrison Avenue and Albany Street) could become mixed-use development with a scale and density compatible with the adjacent neighborhood. The intention would be to conserve the existing buildings where appropriate, and insure the continued viability of light manufacturing uses.

- The parcels of land on Harrison Avenue east of the Cathedral Housing Development could

be developed into housing which would strengthen uses in help improve the urban design qualities of this stretch of Harrison Avenue.

- A substantial new residential zone could be created between Malden and East Berkeley Streets with development densities similar in character to the existing South End patterns. Reorganization of streets and reallocation of open space to redevelop existing public parcels could all be used to reinforce this new land use pattern.



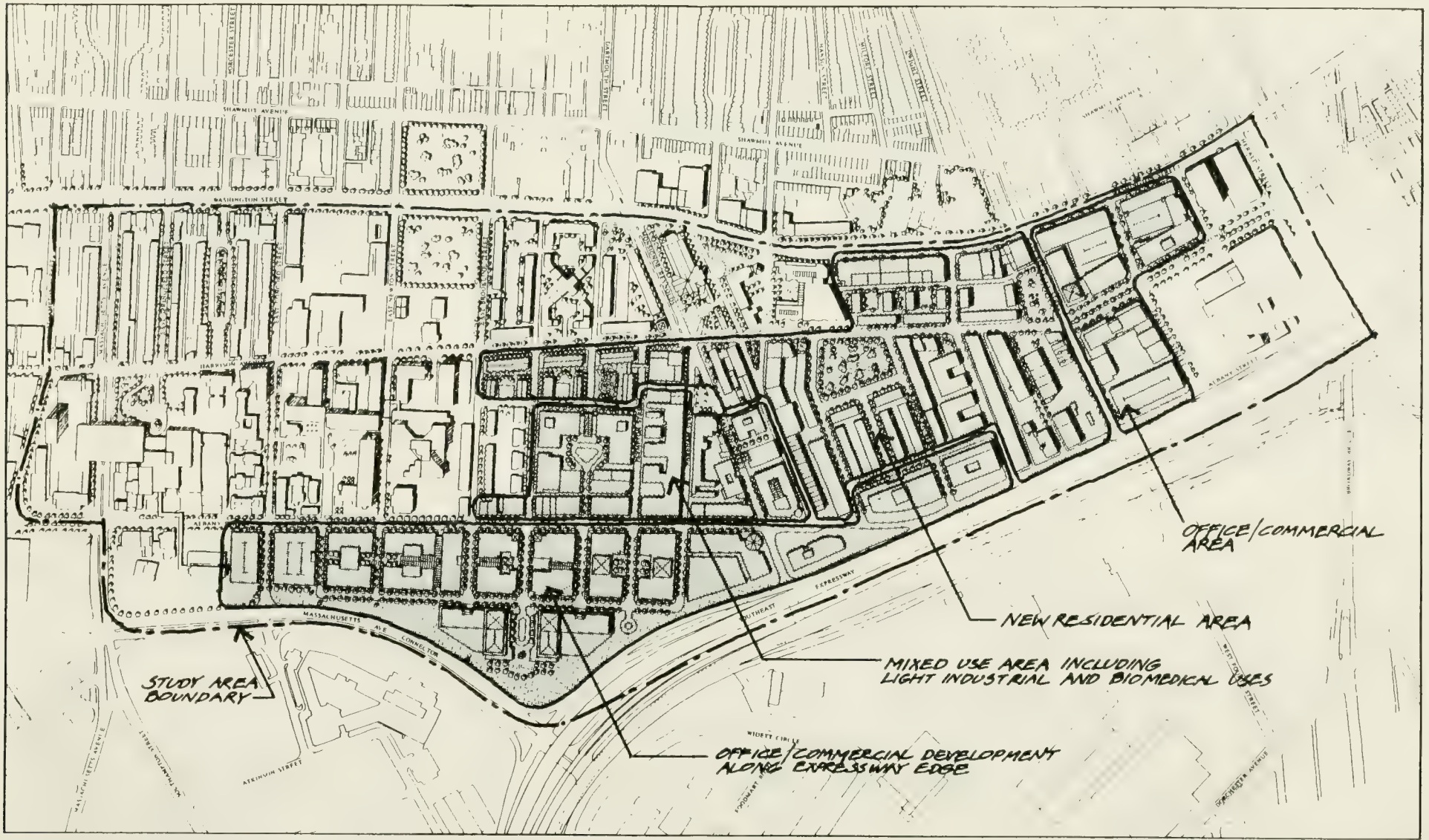

# SOUTH END MEDICAL AREA PLANNING STUDY

Prepared For
The University Hospital

Consultants
Robert F. Walsh Associates, Inc
Howard/Stein Hudson Associates
CBT/Childs Bertman Tseckares & Casendino Inc

**Figure 8**

**EXISTING CONDITIONS PLAN**



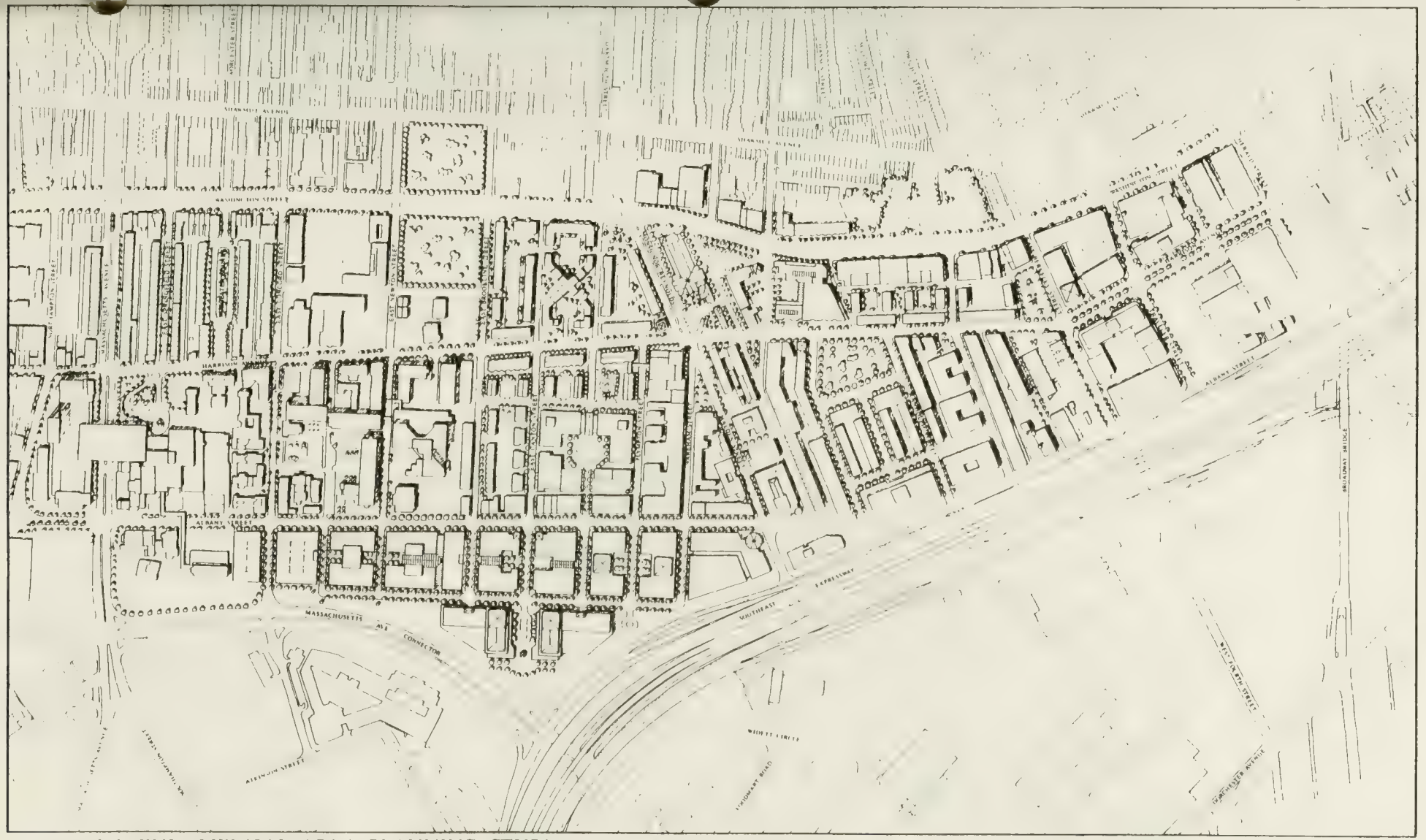

SOUTH END MEDICAL AREA PLANNING STUDY

Figure 9

RECOMMENDED LAND USE CHANGES

Prepared For
The University Hospital

Consultants
Robert F. Walsh Associates, Inc.
Howard/Stein-Hudson Associates
CBT/Childs Bertman Tseckares & Casendino Inc.



SOUTH END MEDICAL AREA PLANNING STUDY

Figure 10

ILLUSTRATIVE PLAN

Prepared for
The University Hospital
Consultants
Robert F. Walsh Associates, Inc
Howard/Stein Hudson Associates
CBT/Childs Bertman Tseckares & Casendino Inc

## VI. TRANSPORTATION RECOMMENDATIONS

The South End, and in particular the South End Medical Area, will continue to face both private and public development pressures that will alter current land use and foster improved transportation access. New development will increase traffic and parking demand and utilize land now used for surface parking. Future land use changes in the area will also necessitate improved transit access to the area.

Because through traffic is such a major contributor to current traffic congestion, the relief afforded by the Central Artery/Third Harbor Tunnel project will alleviate many current problems. Today, development within the study area accounts for only around 12% of traffic flow. Thus, parking demand, not traffic impacts, will probably be the biggest controlling factor in determining the nature and extent of new development within the study area, and the location of new parking facilities will be the major factor in determining traffic operations impacts. In addition, major developments outside the study area such as the new Suffolk County Correctional Institution, and the Parcel 18 and Back Bay development projects will change the nature of through traffic. The relationship of new developments to these outer activity centers will be important in affecting future travel patterns.

Transportation recommendations have centered around maximizing the local area traffic benefits of the planned regional highway improvements, and helping insure adequate parking and transit service to meet the needs of new development within the study area. Specific recommendations included the following:

### A. Massachusetts Avenue Connector Design Issues

The group is very supportive of the new interchange design, particularly the removal of the elevated ramp structure. The institutions see the new Massachusetts Avenue Connector serving as the major vehicular access for area parking facilities, removing traffic from local South End streets.

The proposed linkage to the Massachusetts Avenue Connector at Union Park Street should be replaced with a connector at Malden Street, connecting into the two-way Dartmouth/Dedham/Malden Street system which is one of the few two-way routes through the South End. This route has long been accepted by community groups as a through street. On the other hand, the Union Park/Waltham connector passes through more residential land use, as well as precluding Archdiocese plans for possible closures of Union Park and Waltham Streets at Washington Street. Signalization of the Albany

Street/Malden Street and Harrison Avenue/Malden Street/Monsignor Reynolds Way intersections is recommended to improve existing traffic deficiencies. With signalization, this route will be able to accommodate the added demands of development, and the expressway linkage traffic within acceptable levels of service, while insuring safe pedestrian crossings of Albany Street and Harrison Avenue.

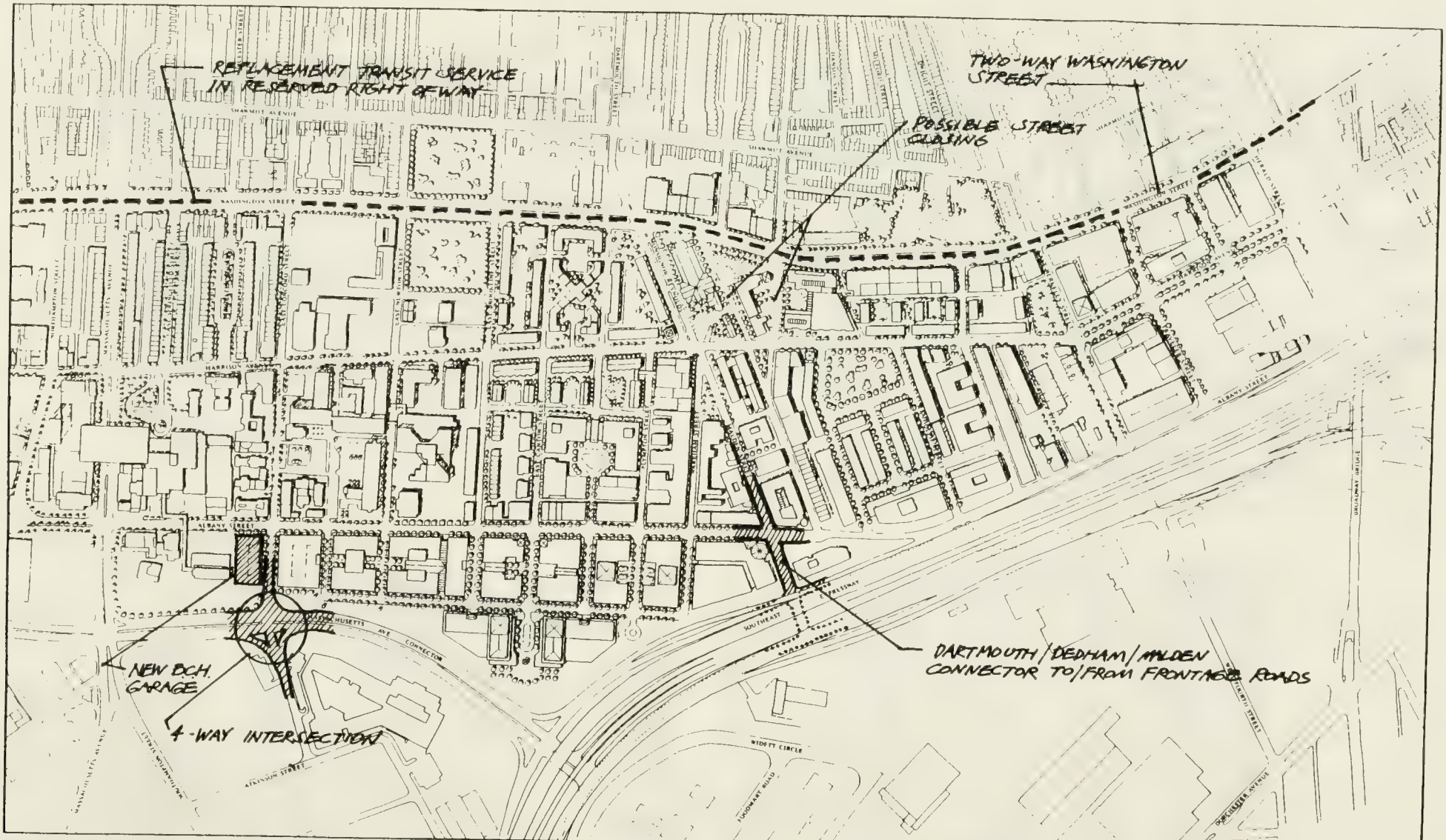
A second link to the new Massachusetts Avenue Connector should be provided in the vicinity of East Concord Street to meet the proposed jail access road as a four-way intersection. This link would provide access to parking facilities for Boston University Medical Campus (BUMC), the SETSA development, and possibly Boston City Hospital, removing a large portion of hospital traffic from Massachusetts Avenue intersections, and allowing for a downgrading of Albany Street and introduction of pedestrian improvements in conjunction with BCH and BUMC design plans. The new access road should function as a local access street, not as a shortcut to reach the expressway system. East Concord Street should remain in its present eastbound direction and the new access road should not be directly aligned with East Concord Street in order to discourage Massachusetts Avenue bypass traffic. Today, the Albany Street/East Concord Street intersection operates within acceptable levels of service during morning and evening peak hours. To accommodate the new access road to the Massachusetts Avenue Connector, a signal is recommended to maintain good levels of service and to accommodate the added turning movements with safety for pedestrians and vehicles.

The alignment of the Massachusetts Avenue Connector should be redesigned, if possible, to reduce land devoted to unuseable traffic islands and to create a larger development parcel on the Albany Street side. It is recommended that the entire pattern of South End street traffic be analyzed and reviewed for future traffic management purposes by the City.

### B. Central Artery/Third Harbor Tunnel Construction Period Issues

The State must minimize parking loss in the BUMC and BCH lots both during and after construction. Land is available to provide structured parking for BCH adjacent to the hospital power plant. The group has recommended that the MDPW finance this replacement parking, which could serve both construction period and permanent needs, prior to construction rather than attempting to locate off-site interim facilities, arrange and fund shuttle services, and the like. Access to the emergency helipad to ensure rapid transport to BCH must be maintained.

In this regard, the group has recommended that the Massachusetts Avenue interchange construction precede downtown




SOUTH END MEDICAL AREA PLANNING STUDY

Prepared For
The University Hospital
Consultants
Robert F. Walsh Associates, Inc.
Howard/Stein-Hudson Associates

Figure 11

CITY OF BOSTON AND MDPW
PROPOSED TRAFFIC IMPROVEMENTS:
RECOMMENDED MODIFICATIONS

Central Artery construction, rather than follow, in the interest of reducing bypass traffic on local streets in the South End during contruction.

Construction management must be carefully coordinated with other public agencies, particularly the Boston Water & Sewer Commission, to reduce traffic impacts on local streets and preserve emergency vehicle access to the hospitals. The following chart, which presents a schedule of the various construction projects which will affect the study area over the coming years, clearly indicates the need for a coordinated management effort.

## C. HOV/Transit Lanes

A stop/shelter should be provided at Massachusetts Avenue to allow the area to benefit from the Southeast Expressway HOV lanes connecting to South Station and Logan Airport. The stop could serve shuttle buses run by area employers as well as MBTA express and local buses.

The Southeast Expressway HOV lanes should be linked to the Melnea Cass Boulevard transit right-of-way to provide an exclusive transit reservation from South Station to Ruggles, and a connection between the South End Medical Area, Parcel 18, and the Longwood Medical Area.

## D. City of Boston Proposal for New Massachusetts Turnpike Entrance and Exit Ramps

The group supports the City of Boston proposal for a new Massachusetts Turnpike eastbound entrance ramp at Tremont and Arlington Streets, and a new westbound off-ramp at East Berkeley Street. Inherent in this proposal are surface street improvements along Herald Street and Marginal Road. The group shares the City's goal of using this new pattern to reduce traffic on local streets.

## E. Washington Street Replacement Service

With regard to replacement transit along Washington Street, the group agreed to endorse the concept of connecting to the Central Subway system, whatever mode was selected, and preserving a transit reservation along Washington Street. A dissenting opinion was voiced by some representatives of the Worcester Area Square Neighborhood Association, who opposed a reserved transit right-of way. In conjunction with Replacement Service options, a proposal has been made to make Washington Street two-way from East Berkeley Street to Herald Street, utilizing an easement reserved as part of the South End urban renewal plan. The group endorsed this proposal.

## ESTIMATED SCHEDULE FOR PUBLIC AND PRIVATE SECTOR IMPROVEMENT PROJECTS AFFECTING SOUTH END MEDICAL AREA

| AGENCY | PROJECT | AREA AFFECTED | ESTIMATED SCHEDULE |
|---|---|---|---|
| Boston Water & Sewer | Sewer Separation | Albany St.<br>Side Streets between Washington & Harrison from Mass. Ave to Herald St. | Present to 1991 |
| Boston Water & Sewer | Albany St. Interceptor | Albany St. | 1/89 to 1/90 |
| Mass. Dept. of Public Works | Broadway Bridge | Frontage Rds.<br>Expressway Ramps<br>Albany St. | 11/88 to 7/89 |
| Mass. Dept. of Public Works | West 4th St. Bridge | Frontage Rds.<br>Expressway Ramps<br>Albany St. | 7/89 to mid 1991 |
| Mass. Dept. of Public Works | Third Harbor Tunnel | Study Area | Start Construction 1989<br>Tunnel Opens 1994 |
| Mass. Dept. of Public Works | Central Artery Depression | Study Area | Start Construction 1992<br>Northbound Opens 1995<br>Southbound Opens 1996 |
| Mass. Dept of Public Works | Mass. Ave. Connector | Albany St.<br>Malden St.<br>Union Park/Wareham<br>E. Concord St.<br>Mass. Ave.<br>Frontage Rds.<br>Cass Blvd. | Start Construction 1993 |
| Boston City Hospital | Facility Master Plan | Mass. Ave.<br>Albany St.<br>Harrison Ave.<br>E. Concord St.<br>Cass Blvd. | |
| Mass. Dept. of Capital Planning and Operations | House of Correction | Frontage Rds.<br>Southampton St.<br>Mass. Ave. Connector<br>Mass. Ave.<br>Cass Blvd. | Completed in 1991 |
| University Assoc. | SETSA Development | Albany St.<br>Frontage Rds.<br>E. Concord<br>E. Newton | 1991 |
| Boston Archdiocese | Cathedral Improvements | Union Park St.<br>Washington St.<br>Wareham St. | Planned |
| Boston Archdiocese | Cathedral Housing | Washington St.<br>Msgr. Reynolds Way | 1989 |

## F. Parking Supply

New development will utilize many of the existing surface parking lots, thereby decreasing the already fully utilized existing parking supply. Parking supply in the area will need to be accommodated through the construction of more structured parking. Increased parking rates, which will be needed to support more expensive parking facilities, will likely also decrease demand. On-street spaces should also be more effectively regulated to help meet parking needs, particularly for short-term parking.

## G. Transit Service

Transit service to the area will have to be improved to accommodate increased work travel to, and decreased parking within, the area. Key links in provision of good transit service to the area are the Washington Street replacement service and, in the long term, the proposed Circumferential Transit line. Circumferential transit should tie in directly to the Massachusetts Avenue/Melnea Cass Boulevard intersection. In addition, the currently proposed High Occupancy Vehicle (HOV) lanes on the Southeast Expressway which will run two-way from the proposed Massachusetts Avenue Connector to the Central Artery, South Station and the Third Harbor Tunnel should be used to their fullest to provide a connector from South Station to Ruggles Station stopping in the South End Medical Area.

## VII. SPECIAL OPPORTUNITIES

During the course of the studies and discussions of the future of the South End Medical Area, numerous special opportunities for beneficial improvements were uncovered. This section of the report reviews these opportunities, which are offered as a basis for further exploration and discussion.

### A. Albany Street Area

**Expressway Edge**

As mentioned in the overall land use recommendations, the southern edge of the South End Medical Area might be a very promising location for a future mix of office and commercial uses. This area, roughly stretching from Massachusetts Avenue all the way to Paul Sullivan Way, has many special characteristics which would lend itself to relatively dense development.

A significant feature of this area is excellent highway accessibility. Most of the parcels will have excellent connections to the Southwest Corridor, and eventually to Logan Airport through the planned Third Harbor Tunnel. Traffic coming to and from this area can have direct access to the highway system, without needing to pass through residential neighborhoods.

Eventually, mass transit access will be improved, as the Washington replacement service is implemented. The land along this edge of the South End Medical Area includes large parcels, particularly suited to new commercial development.

Well-designed future buildings can take advantage of excellent highway visibility, while at the same time performing a beneficial role as a visual and noise buffer between the rest of the South End neighborhood and the highway. Design guidelines should be established so that the building massing and character appropriately meets this opportunity. In many ways, the planned SETSA project adjacent to The University Hospital anticipates the character of future development that could occur. The illustrative plan prepared for this report suggests how this character of development could be extended northward, toward the downtown.

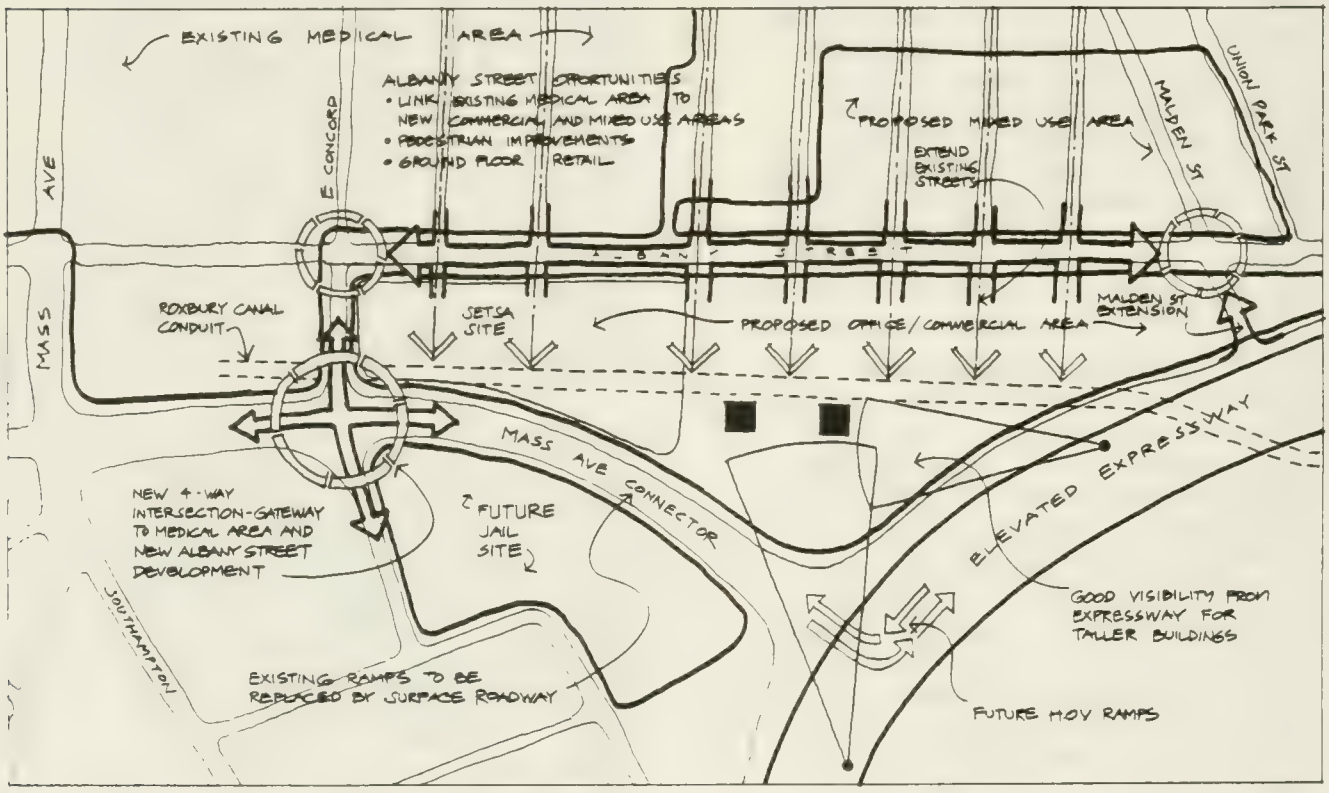
Of course, the illustration is not meant to represent existing proposals of such development; however, it does recognize that market forces are likely in the long run to encourage development of this type. This recommendation recognizes that, properly designed, this development and use pattern could be appropriate.

One potential advantage of encouraging relatively dense development along the highway edge is the creation of development impact assessments that could be used to create amenities in the rest of the South End Medical Area. So, for example, responsibility for improving traffic circulation and protecting residential streets could be in part the responsibility of future development. Or, the provision of open space or community activity centers could flow from the highway edge developments.

As a final note, the relocation of the existing highway will create a significant potential development parcel just south of the existing flower exchange. The potential for development of this site should be carefully considered, and the public benefits from the potential sale or lease of this parcel should in part be channeled back into the neighboring South End Medical Area in the form of public benefits.

**Mixed-Use Area**

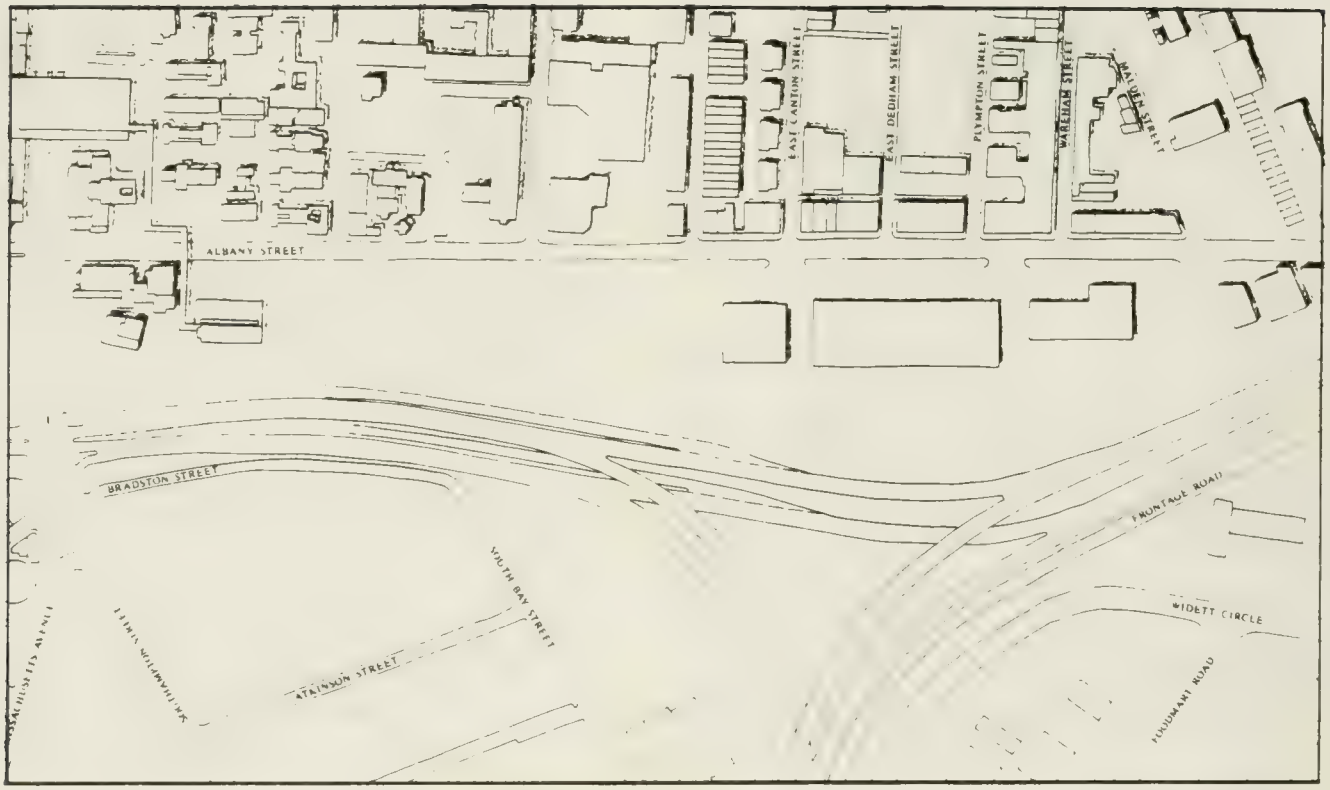
This study has recommended that an area at the center of the South End Medical Area be retained for a broad mixture of uses. A zone might be set aside for light industrial and biomedical uses, among others. As suggested by the study, the mixed use area would lie roughly between East



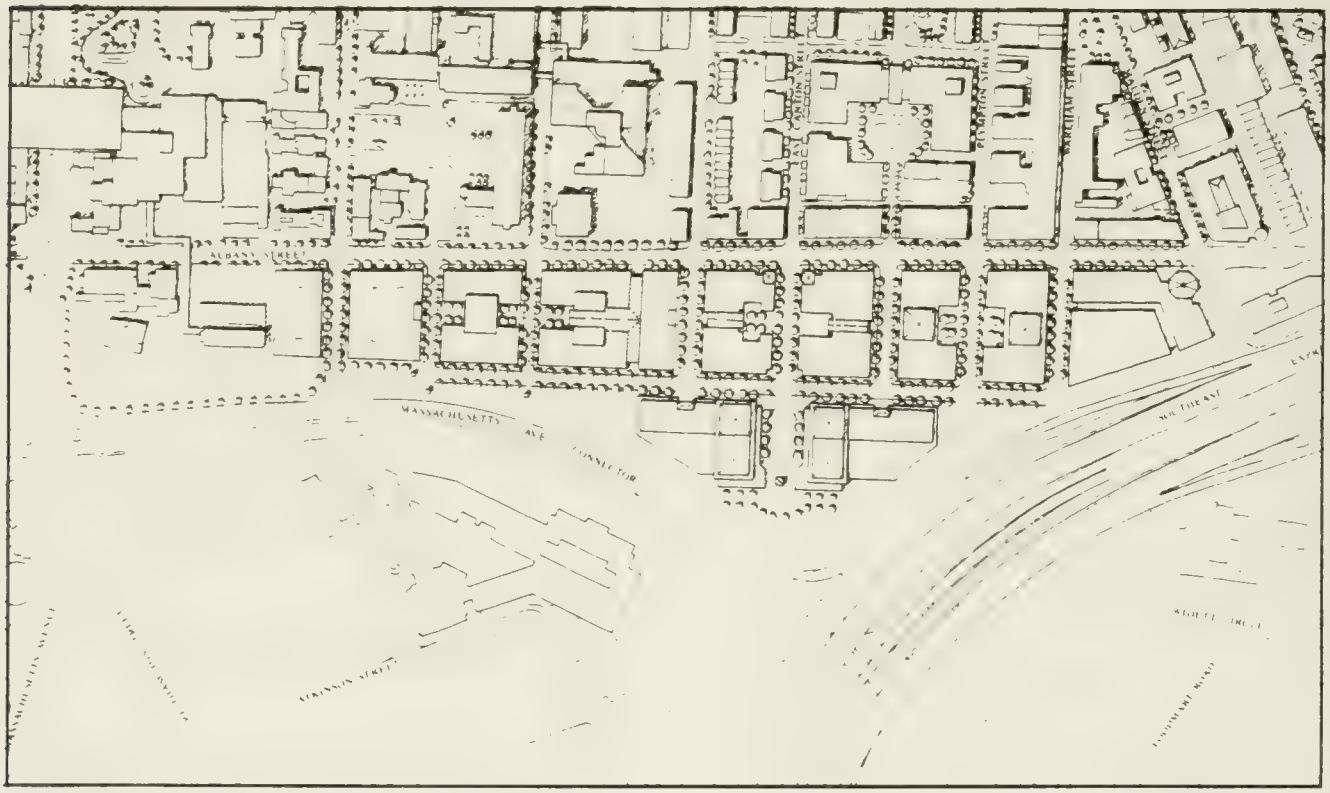

ALBANY STREET AREA- DIAGRAM Figure 12

Brookline and Union Park Streets and between Albany and Harrison Avenue. Only the lots along Harrison Avenue where housing could reasonably occur would be excluded from this zone. Current land uses in the area include some housing, substantial amounts of light industrial uses including the existing Dupont operations, and surface parking. The area is also characterized by low-scale commercial buildings with some positive architectural qualities. Allowing for the reuse of these existing buildings will help retain continuity in the character of the South End Medical Area, an important concern.

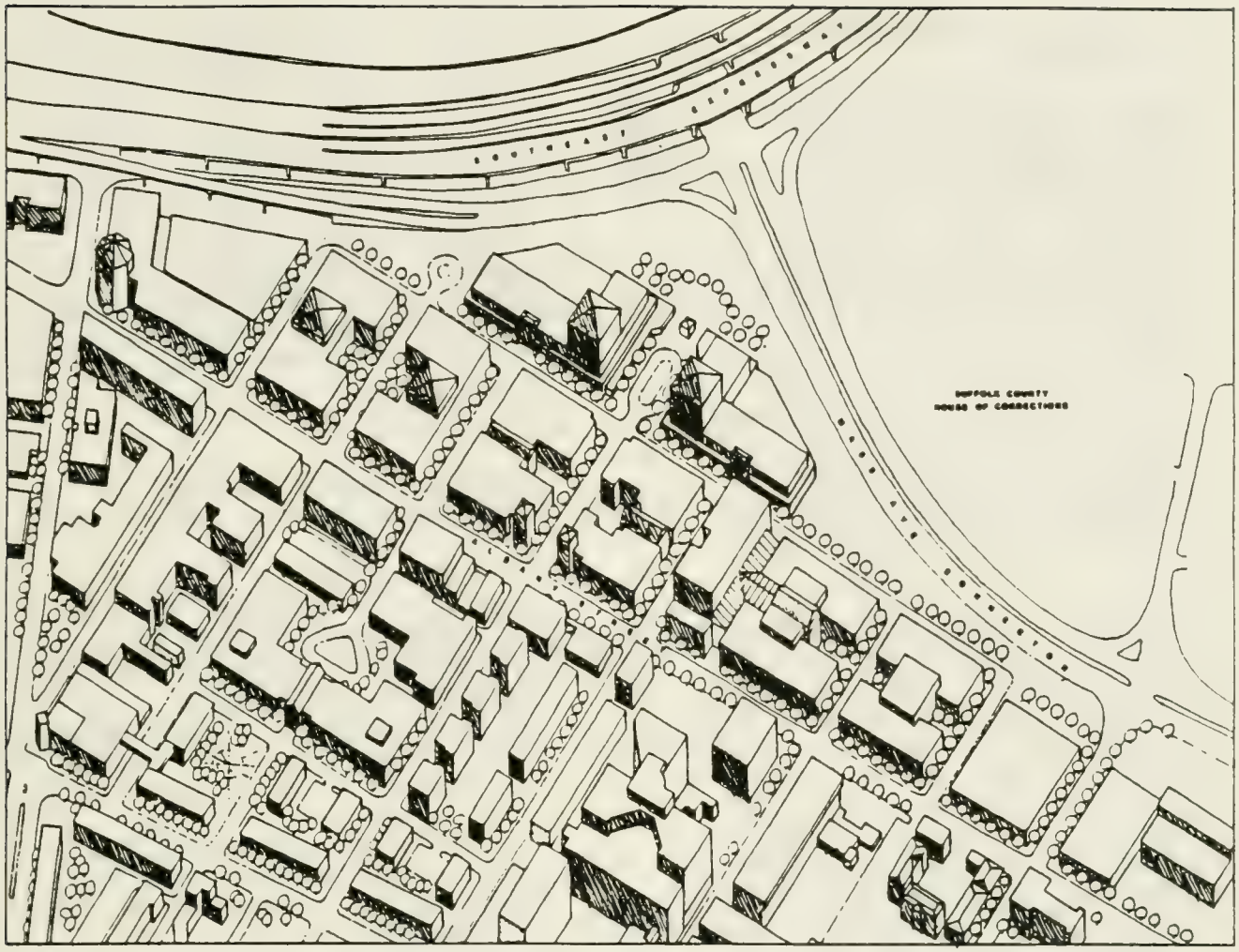
Continuing questions include the appropriate boundaries of this mixed-use area. The zoning provisions that would encourage such an area need to be determined, and should be the subject of further study and discussion.




ALBANY STREET AREA-EXISTING CONDITIONS Figure 13




ALBANY STREET AREA PROPOSED PLAN Figure 14




ALBANY STREET AREA- AXONOMETRIC Figure 15

## F Harrison Avenue/ Cathedral Area

### Cathedral Housing Development

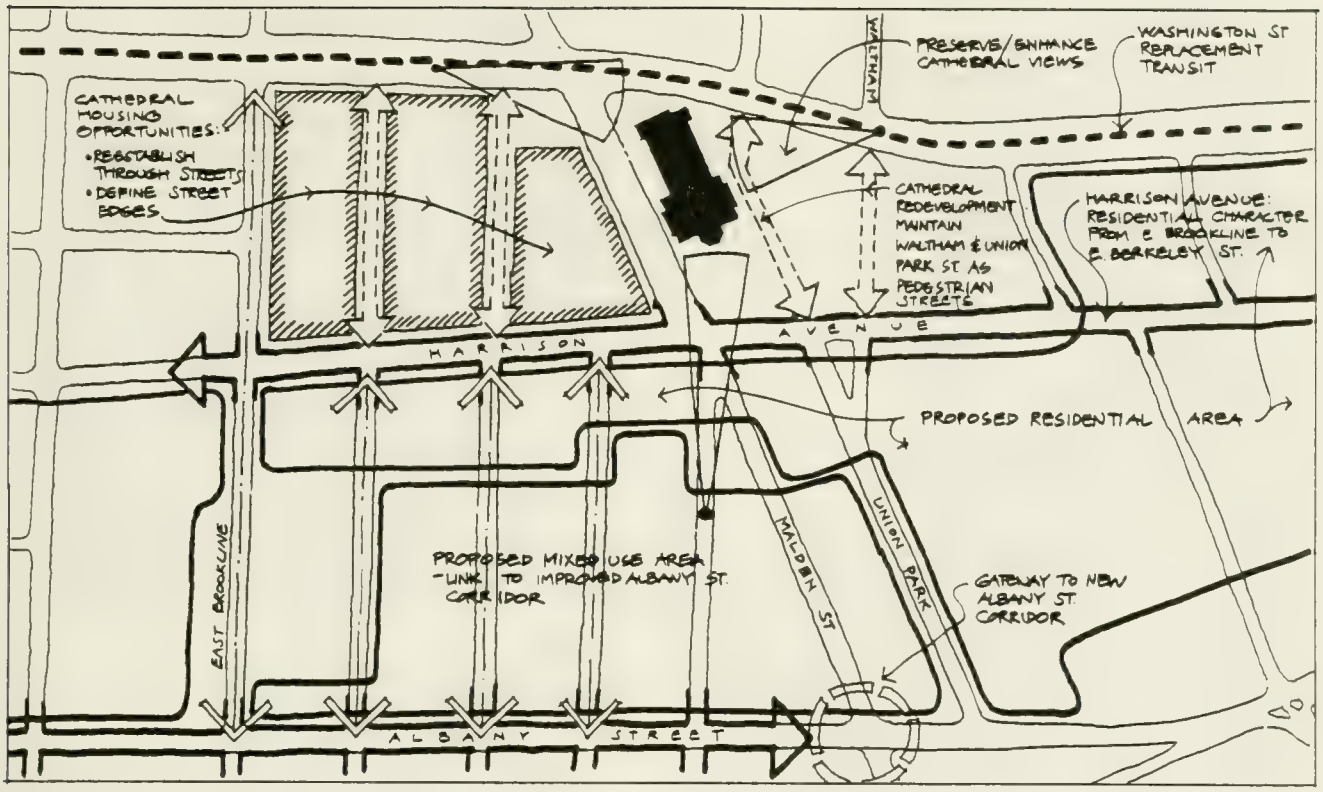
This study recommends that the physical character of the Cathedral Housing Development be modified in the future, to improve its physical relationship with the surrounding neighborhood. While recognizing the fundamental need for the rapid and affordable provision of publicly assisted housing, the reinforcement of the negative qualities of a stereotypical housing project is a poor long-term strategy.

By modifying the orientation and appearance of housing units, particularly along both Washington Street and Harrison Avenue, increased visual and physical continuity can be achieved. In addition, the extension of East Canton and East Dedham Streets through the "super block" of the housing development would reestablish a street grid pattern that has advantages of scale of continuity with the rest of the South End Medical Area, and the South End as a whole. The extension of public streets through the development will reduce its impact as a separate precinct, a character which has generally been found to be undesirable for public housing.

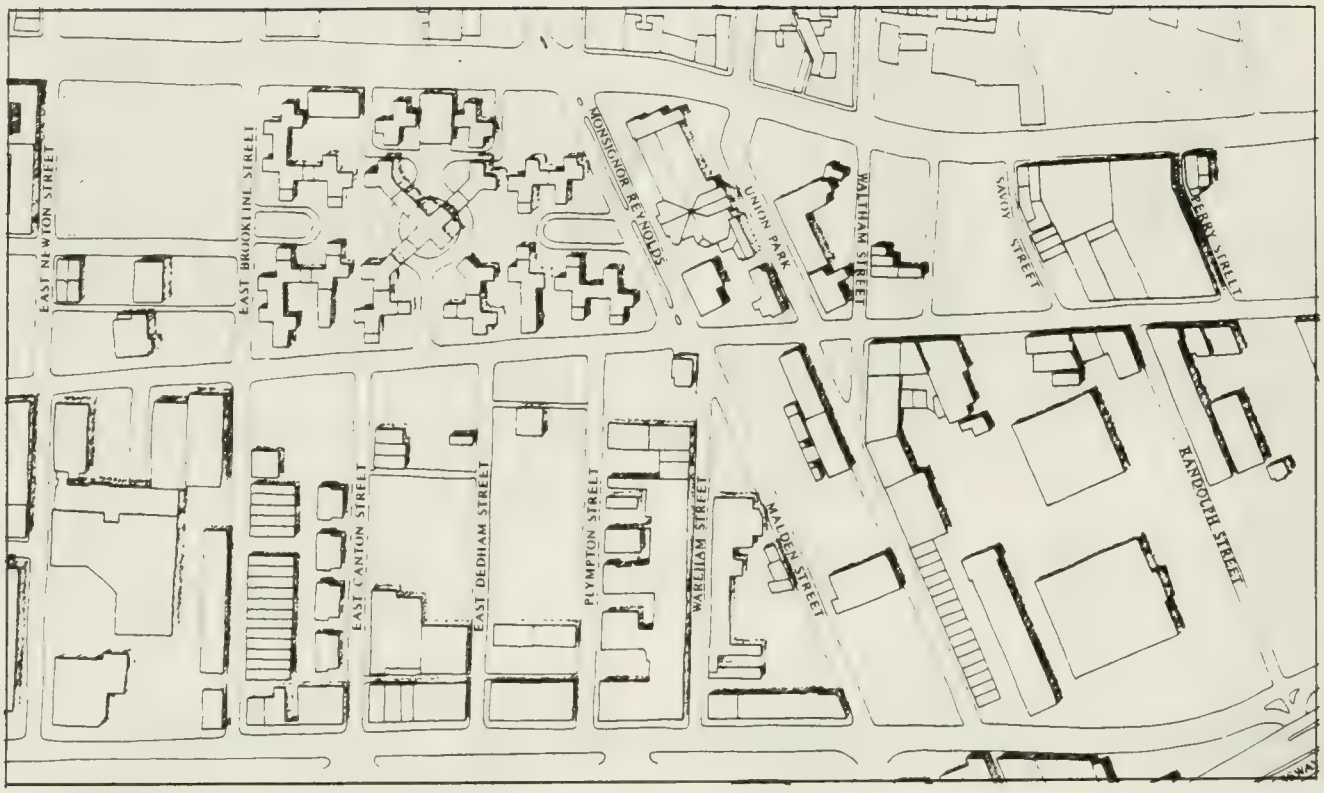
Careful planning may enable substantial numbers of existing buildings or units to be retained. If the current plans for the renovation of the existing unoccupied units can be reconsidered, it may be a rare opportunity for the Boston Housing Authority to reopen the question of the long term future for this development.

### Redevelopment Around the Cathedral of the Holy Cross

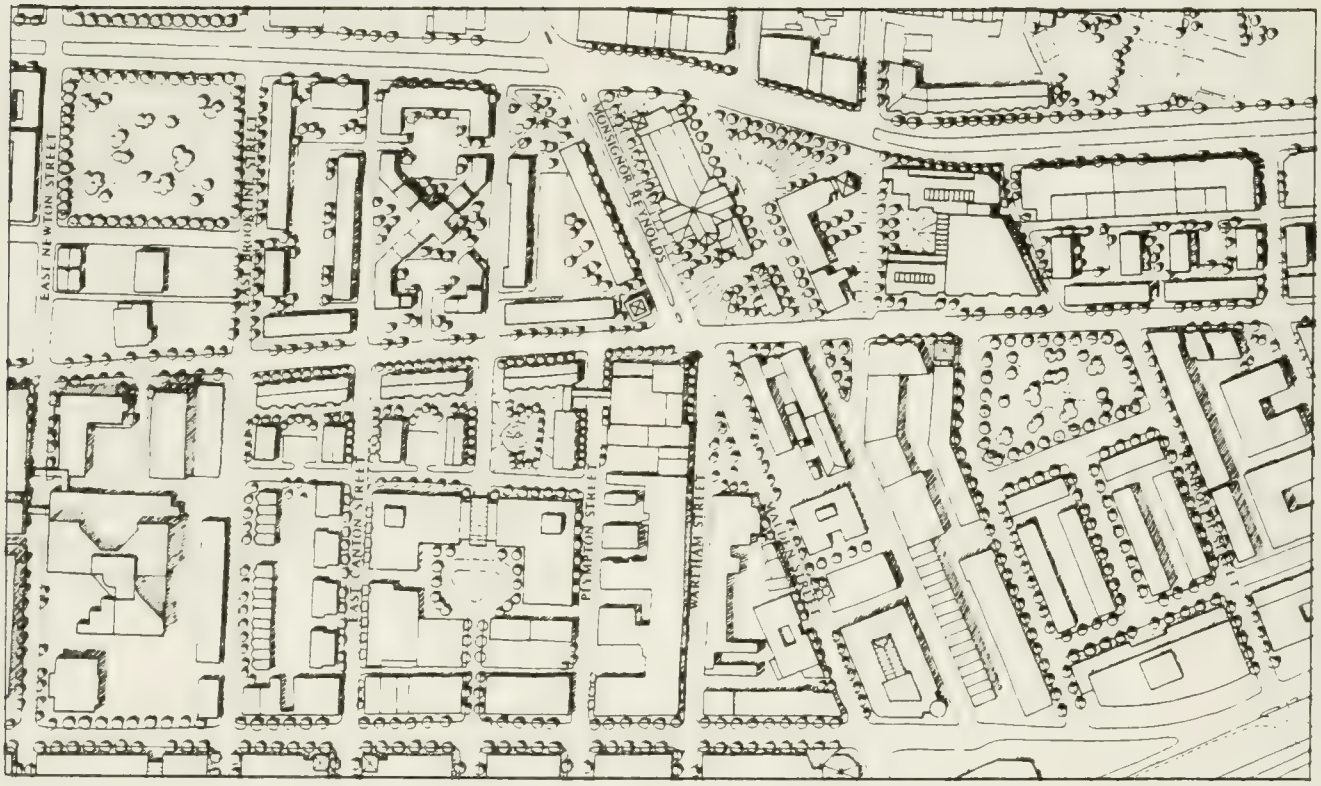
The Archdiocese of Boston has put forward several visions for how the area immediately surrounding the cathedral might be redeveloped and improved. This study supports these initiatives, including new facilities serving the archdiocese and physical improvements including the closing of a section of Union Park Street. The creation of a true campus setting for the cathedral will be a positive contribution.




HARRISON AVENUE/CATHEDRAL AREA- DIAGRAM Figure 16




HARRISON AVENUE CATHEDRAL AREA - EXISTING CONDITIONS Figure 17




HARRISON AVENUE/CATHEDRAL AREA- PROPOSED PLAN Figure 18

## C. New Residential Area

The recommendations in this study have included the important idea that a significant amount of new residential development could occur in a portion of the South End Medical Area. The illustrative plan shows a district predominantly occupied by residential uses, stretching between Union Park and East Berkeley Streets and between Albany and Washington Streets. This proposal has been constructed with several specific considerations:

- There are already a number of housing units scattered throughout the area, both as multi-family developments and as artist loft space and housing.
- Through the rearrangement of streets and open spaces, new parcelization may be achieved which could substantially encourage high-quality housing development.
- The extension of housing in this area must be significant enough to allow for market rate development. This can best be achieved through re-zoning.
- If a new residential area is established, it will represent a virtually permanent shift in land use, unlike commercial uses. This factor needs to be carefully considered during further studies of its potential.

### MBTA Albany Street Garage

The MBTA operates a large bus storage and maintenance facility which occupies a substantial portion of the block bound by Randolph, Albany, and Union Park Streets, and Harrison Avenue. In both the short and middle term, the MBTA will apparently operate this facility; however, in the long run, redevelopment of this parcel may occur. The scale, location, and public ownership of this parcel, identify it a significant factor in the planning for the future of the South End Medical Area.

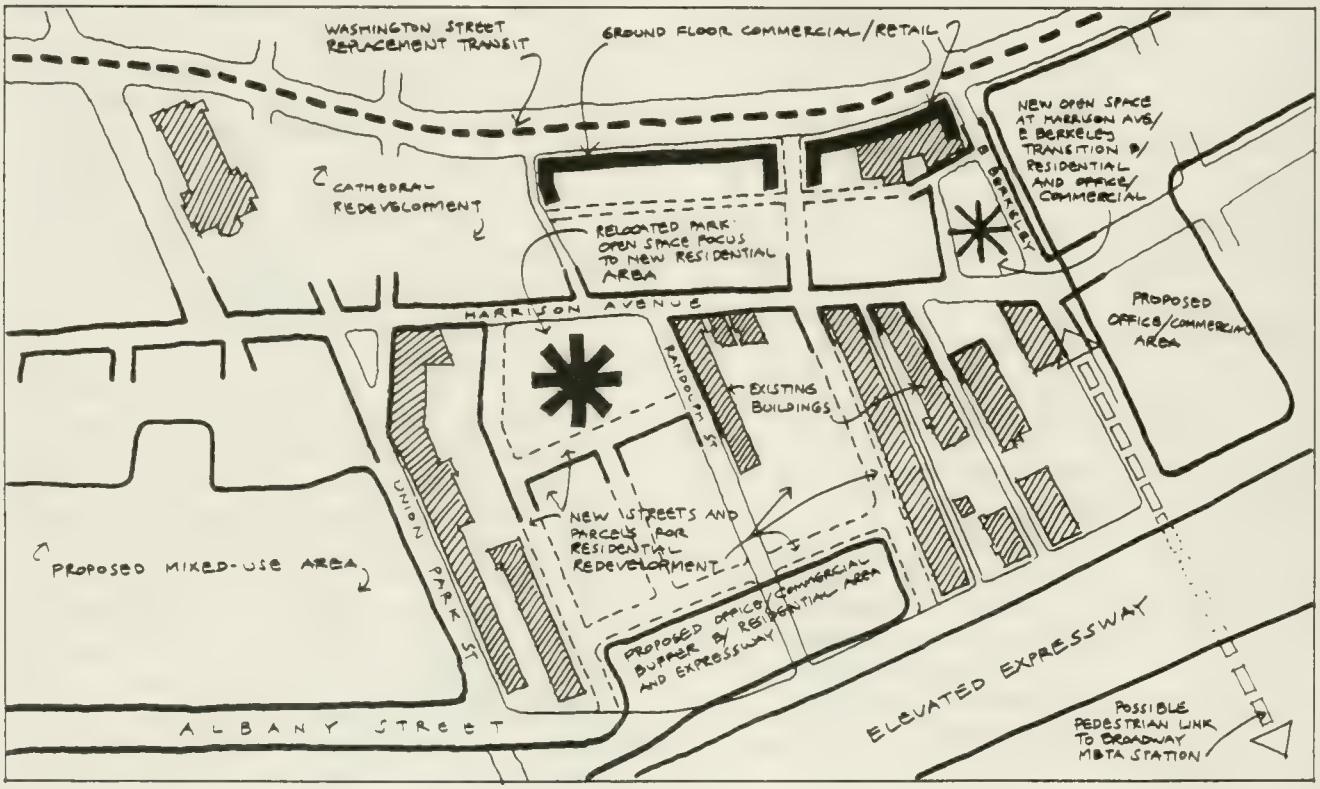
As envisioned by the recommendations of this study, the redevelopment of the MBTA parcel could contribute substantially to the establishment of a new residential concentration. At the same time, the eastern portion of the site will have excellent high access as well as highway visibility.

Allowing commercial development to occur at this edge of the site could help produce revenues that could help underwrite residential development and amenities that would substantially contribute to the overall character of the area.

**New Street Patterns**

The street pattern in the South End Medical Area between Union Park and East Berkeley Streets is somewhat random and unassociated to adjacent street grid alignments. There may be opportunities to realign existing streets to both improve the traffic circulation and improve parcelization. A further advantage of the reorganization of the street grid could be the active involvement of the city in creating new and advantageous opportunties for redevelopment.

The illustrative plans which have been prepared as a result of this study suggest several changes as a way of raising this issue, and not as definite recommendations. Nevertheless, these sketches illustrate how the reorganization and orientation of the street system can be conducive to a new scale and character of development.



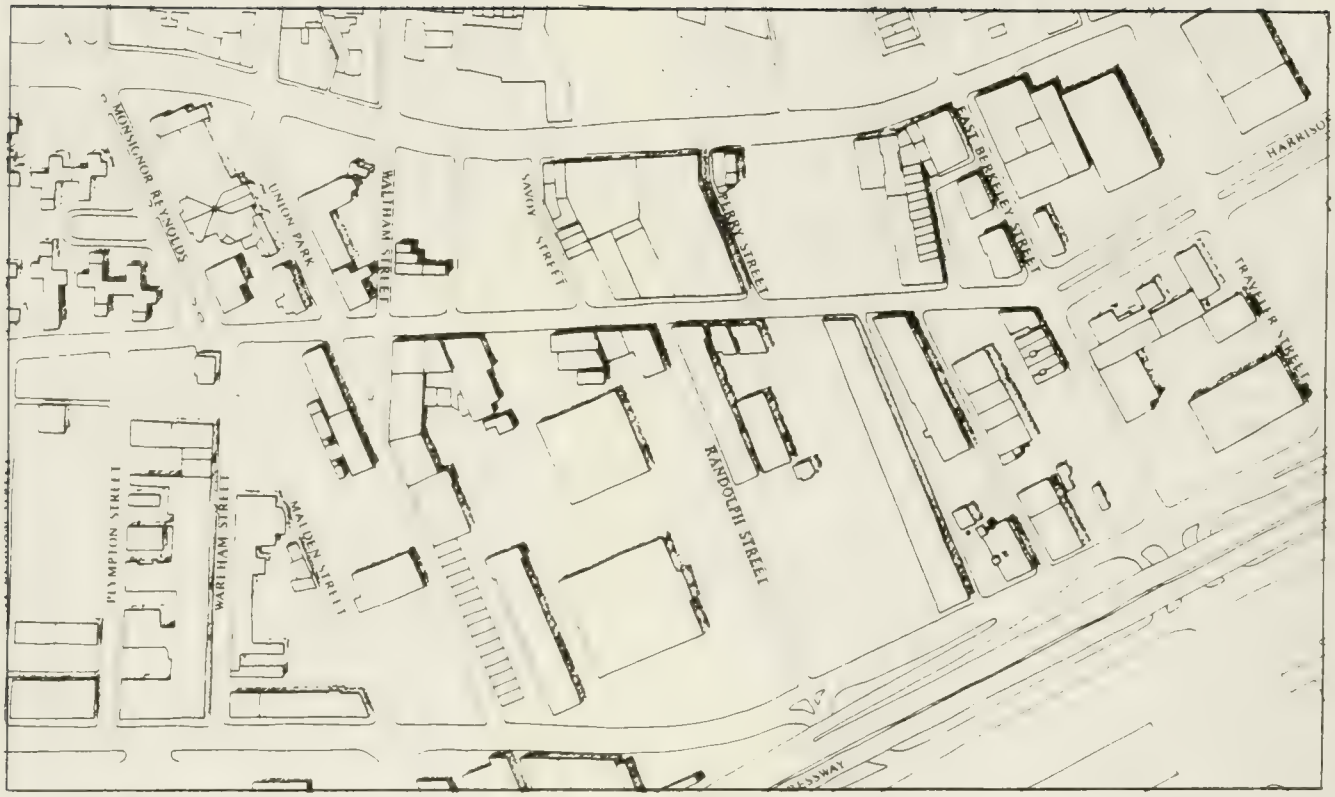

NEW RESIDENTIAL AREA- DIAGRAM Figure 19

**Relocation of the Rotch Playground**

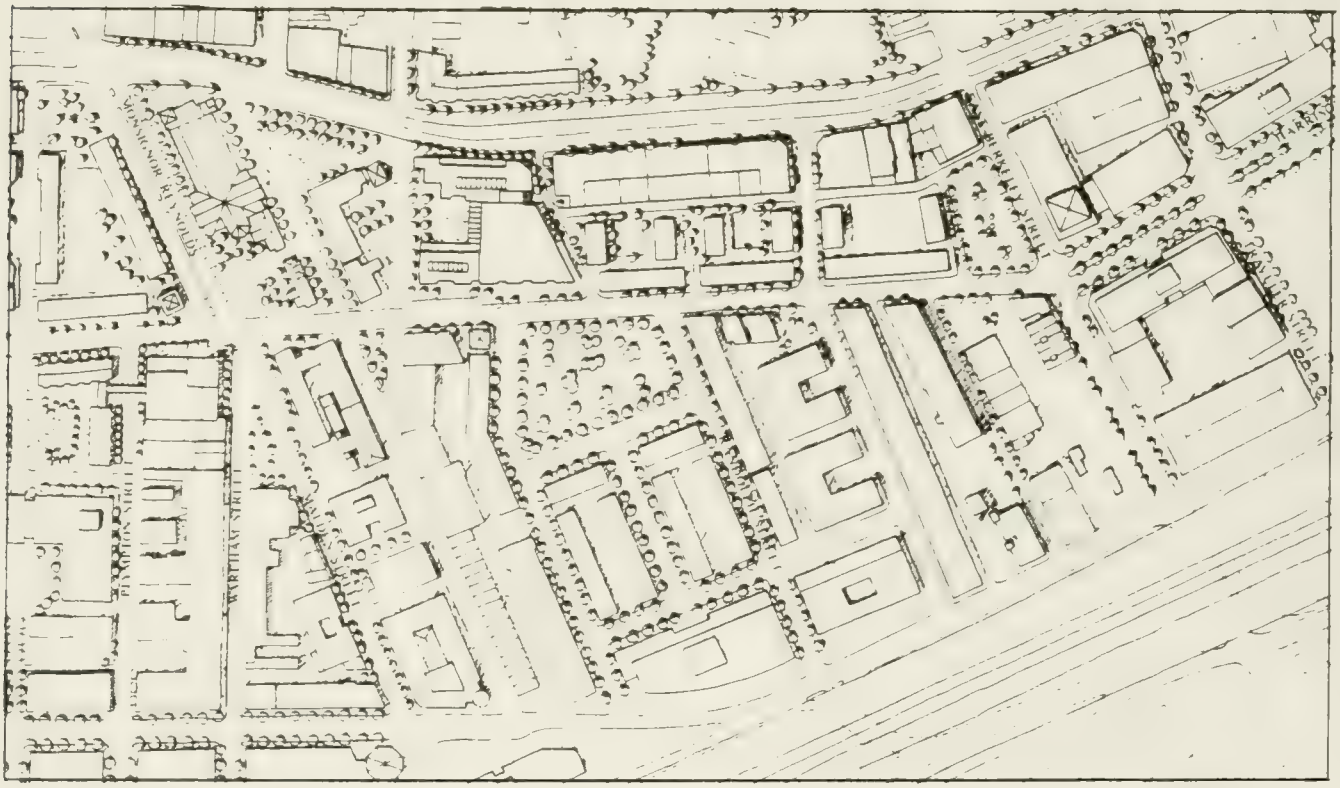
Rotch Playground is an underutilized ball field and open space which occupies the corner of Randolph and Albany Streets. As a neighborhood space, its location is a problem. It lies at the edge of a district that has relatively few residences, and abuts the Southeast Expressway.

If it where possible to relocate this open space resource in one or more locations in the South End Medical Area, some substantial benefits could occur. Reorganization of existing parcels could encourage desirable development patterns, and the open space resource could be located closer to its users.

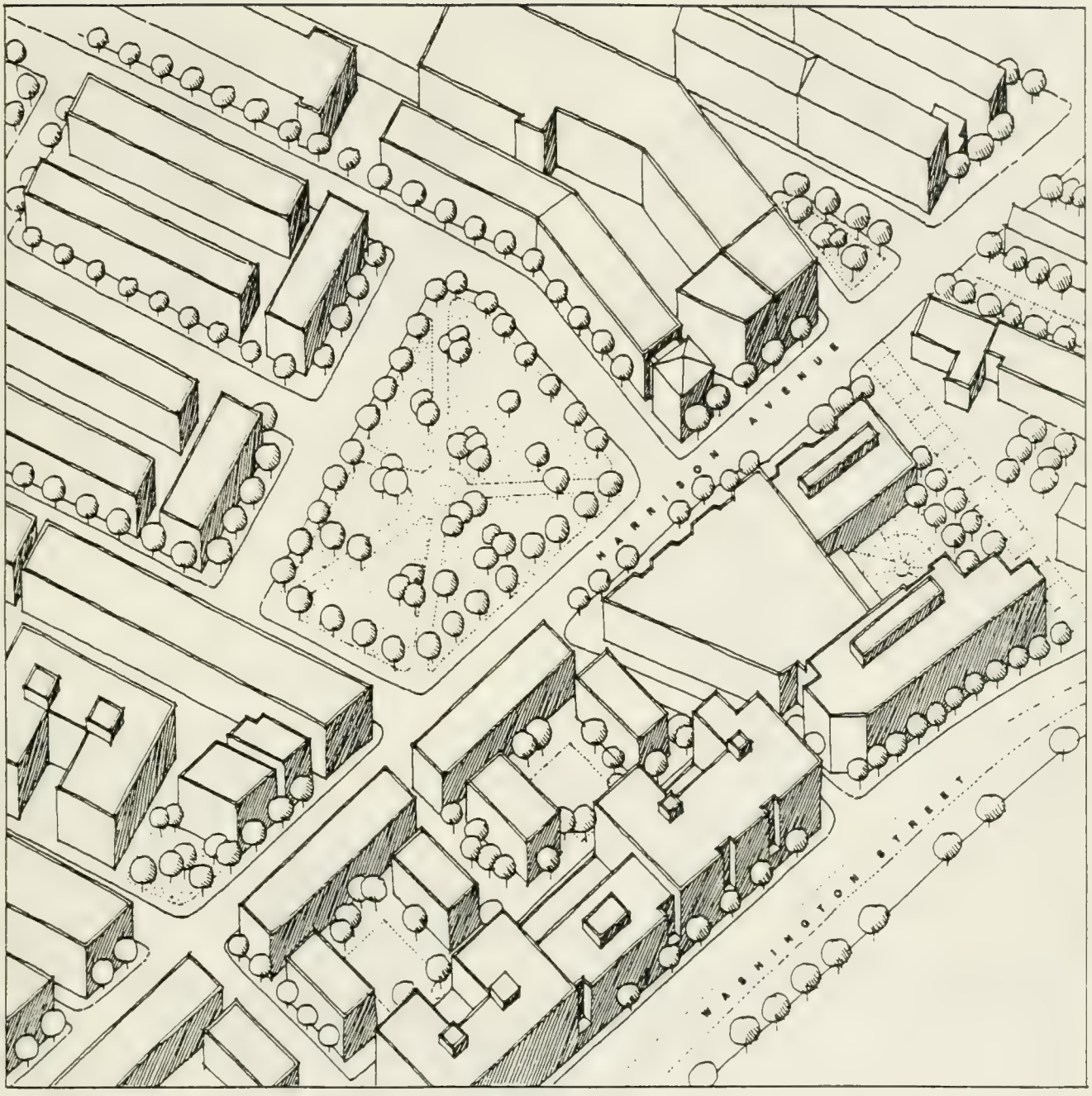
The illustrative studies show a relocated open space in the center of a new residential area along Harrison Avenue. This space could become a focus for new development as well as neighborhood activities. Its location has been established as a way of indicating potential; the actual relocation of this extremely important community resource would in fact require substantial study and discussion. The Worcester Square Area Neighborhood Association suggests that recreation space and green space be located south of Msgr. Reynolds Way, but in any event it has emphasized the need to provide additional recreational space in the area.




NEW RESIDENTIAL AREA- EXISTING CONDITIONS Figure 20




NEW RESIDENTIAL AREA- PROPOSED PLAN Figure 21



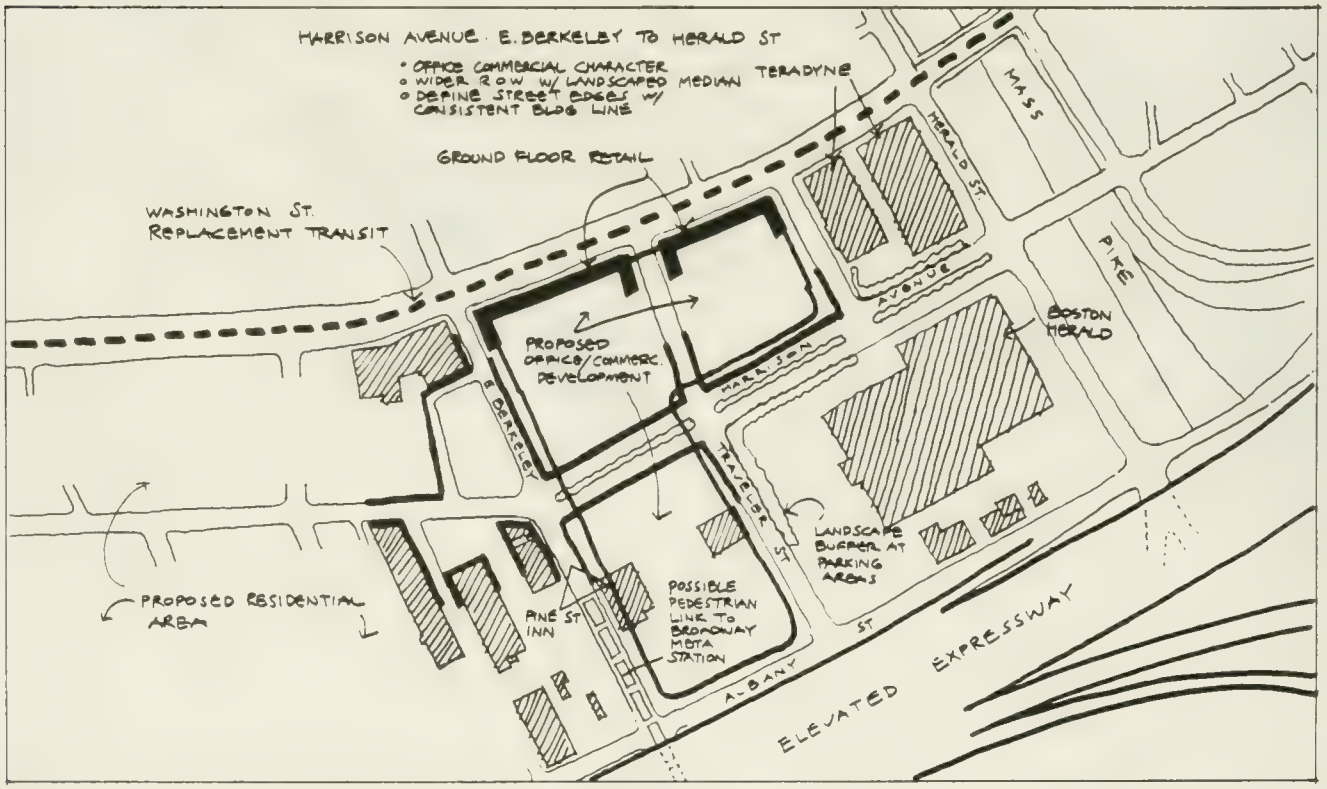

PROPOSED RESIDENTIAL PARK

Figure 22

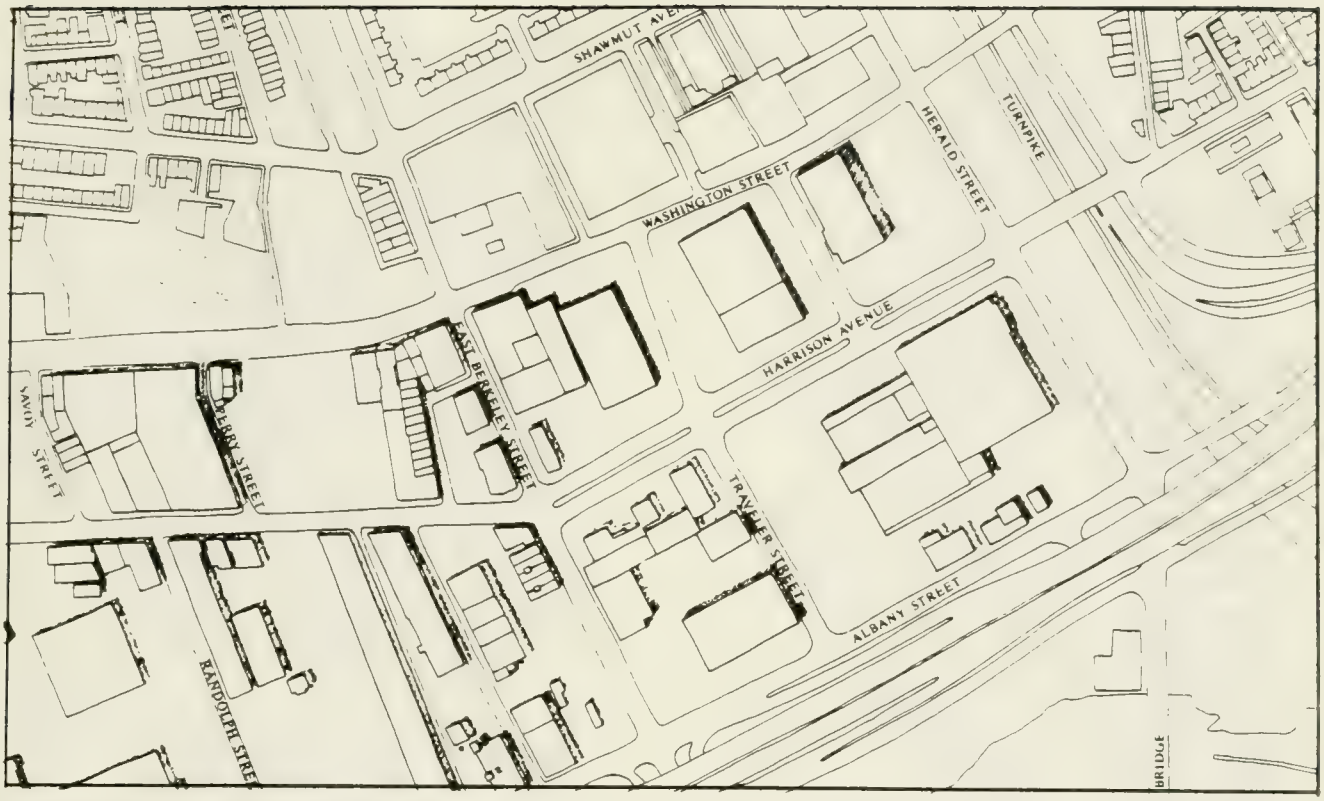
## D. New Office/Commercial Area

The portion of the South End Medical Area which lies north of East Berkeley Street might be best utilized if the existing office and commercial character is reinforced. Because of the high traffic volumes on East Berkeley Street, this arterial separates rather than unifies the district. Proximity to downtown and Chinatown, excellent highway access, and excellent highway visibility all underline the potential value of this land for "high-end" uses.

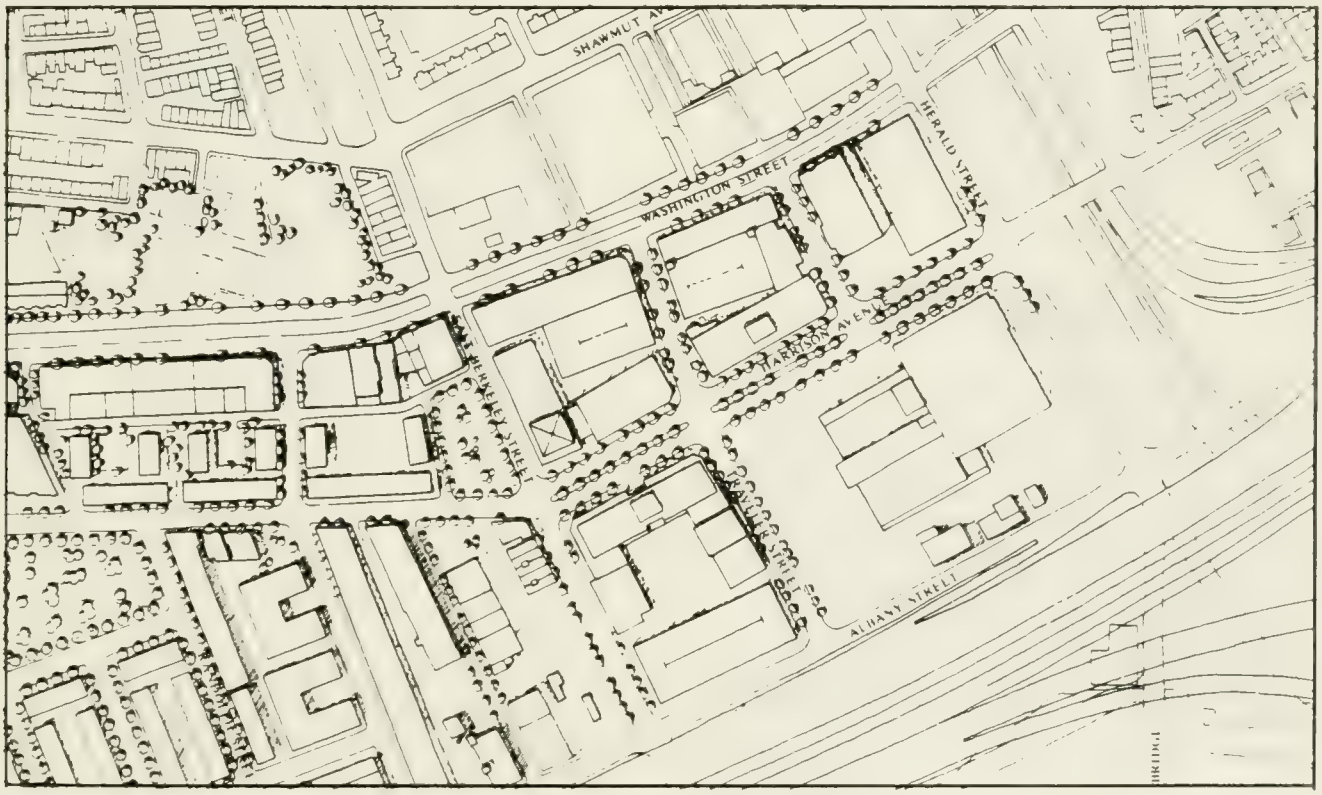
As illustrated in the sketches in the study, this development would be organized to particularly reinforce the urban design qualities of both Washington Street and Harrison Avenue. For both of these important streets, the stretch between East Berkeley and Harrison Avenue becomes a significant transition between Chinatown and the South End. These streets should be treated with care in terms of both architecture and uses.




NEW OFFICE/COMMERCIAL AREA- DIAGRAM Figure 23




NEW OFFICE/COMMERCIAL AREA- EXISTING CONDITIONS Figure 24




NEW OFFICE/COMMERCIAL AREA- PROPOSED PLAN Figure 25

## E. Washington Street Character

Regardless of the final land use decisions in the South End Medical Area, special emphasis needs to be made on the future character of Washington Street. With the removal of the elevated transit structures, and the future reestablishment of significant mass transit service, Washington Street will become a revitalized corridor. This study acknowledges the potential advantages of new development along Washington Street which reinforces the character of the street, and provides retail and other active uses on the ground floor of new development. Because of the significant width of many sections of Washington Street, a street-tree planting program and other landscaping will prove to be a very beneficial addition. Finally, emphasis on the quality design of the future transit or bus stops will benefit the South End Medical Area as a whole.

## F. Harrison Avenue Character

As envisioned in the study, Harrison Avenue could have several different qualities in the future. Between East Berkeley Street and Herald Street, Harrison would be a wide, formal street that could accommodate the requirements of commercial development which may flank it.

Between East Brookline Street and East Berkeley Street, Harrison Avenue could have a pleasant residential scale and character similar to other stretches of South End streets. Wherever possible, new housing development could face on to the street, and setbacks and landscaping could contribute to a neighborhood quality. The potential redevelopment of the Cathedral of the Holy Cross campus could include public open space adjacent to Harrison Avenue, as could new parks or public open space in other locations.

The rest of Harrison Avenue between East Brookline Street and Massachusetts Avenue would retain many of the qualities of the "neighborhood" portion of the street. Plans for the reuse of existing properties in keeping with the landscape and scale proposed for this part of Harrison Avenue would have the advantage of creating a continuous experience. This would also reinforce the relationship of the Worchester Square area to the rest of the South End Medical Area.

## G. Albany Street Character

If significant commercial redevelopment occurs, there is potential to entirely reconsider the character of Albany Street. As illustrated in this study, Albany Street could become a major commercial corridor, flanked by new and interesting buildings whose main address would be Albany Street. The opportunity exists for adequate setbacks and landscaping to create a pleasant pedestrian experience, while maintaining Albany Street as an important connector. Significant emphasis must be maintained on pedestrian crossings; the connection between the existing medical institutions, parking facilities, and between new commercial development and future transit stops along Washington Street will create significant pedestrain movements.

## H. Replacement Parking

Parking lots currently used for Boston City Hospital and Boston University Medical Center employees and visitors will be displaced by construction for the new Massachusetts Avenue Connector. As part of mitigation for the Central Artery/Third Harbor Tunnel project, the Massachusetts Department of Public Works has agreed to replace all permanently lost spaces which are currently on publicly owned land within the Central Artery/Third Harbor Tunnel construction impact corridor.

Two opportunities for publicly funded replacement parking have been identified in this study, including:

- Land currently used as a BCH parking lot adjacent to the BCH power plant off Albany Street. This site could accommodate a parking garage with access off the proposed access road to the new Massachusetts Avenue Connector near East Concord Street. If the garage and new intersection with the Massachusetts Avenue Connector were built prior to construction of the Central Artery, instead of later, parking replacement needs could be met on site, removing the need to find remote lots which would require employee shuttle bus service.

- The vacated Sears Distribution Center near the Southeast Expressway to the southeast of the study area could be acquired by the State as a construction staging area. This large site, with its very convenient expressway access, and its proximity to Central Artery/Third Harbor Tunnel construction sites, could serve a variety of construction related purposes in addition to meeting parking needs.

## I. Central Artery/Third Harbor Tunnel Construction

As discussed earlier, the proposed Massachusetts Avenue Connector with the two recommended local access points (connecting to Malden Street and in the general vicinity of East Concord Street) offers a new vehicular "front door" to the South End Medical Area, allowing additional land for development, improved accessibility to the expressway system, and improved amenity on the north/south streets as through (expressway bypass) traffic can be better accommodated on the improved regional facilities.

Beyond these immediate access benefits, the Central Artery/Third Harbor Tunnel project offers a significant opportunity in terms of improved downtown and airport access for this area. The study area will particularly benefit from the fact that the Third Harbor Tunnel will be constructed before the Central Artery construction begins. This phasing means that the South End will enjoy direct airport access without the need to go downtown during the period when Central Artery construction is underway -- a major selling point for newly developed space.

J. Consolidated Parking Management for the Medical Institutions

As vacant land in the study area is developed in response to development pressure, the opportunities to meet increased parking needs through cheap surface parking become fewer. Because garage parking is much more costly to build and operate than the surface lots which exist today, the opportunities for shared parking, particularly for visitors to the South End Medical Area, become more attractive. Consolidated parking management can help the institutions share the costs and the revenues of parking operations in order to more effectively meet peak parking needs. In addition, services such as parking and transit shuttles can more effectively be managed by an umbrella organization serving a group of institutions. In planning and locating parking facilities for all new developments, this opportunity should be taken into account.

## VIII. IMPLEMENTATION

The recommendations included in this study are intended to provide a focus for further planning, and are offered for consideration by the broad array of individuals and organizations interested in the future of the South End Medical Area. However, the establishment of a positive trend for change is not likely to occur without directed and concerted actions on the part of the public sector, the private sector, and institutions. One of the functions of this study has been to identify the key actors for the future planning process, to identify their roles, and to create a common base of information that will encourage coordination. The following discussion of implementation is offered as a resource for this broad community of interests.

### A. Rezoning

A fundamental tool for planning is zoning. The South End Medical Area should be among those sections of the city reconsidered in terms of its zoning, as part of the ongoing process of reconfiguring zoning for many of the areas of the city. It is anticipated that the process of determining appropriate zoning categories and regulations will grow out of the Boston Redevelopment Authority South End master planning process which is just beginning. It is important that zoning be a clear focus of that process, and that the active participation of residents, property owners, businesses and institutions be actively included in the early discussions of this important topic.

As was discussed in the inventory of existing conditions prepared in the early phases of this study, most of the study area falls within three zoning categories. There are two residential zones which cover most of the southwestern portions of the study area, and a large manufacturing area (M-2) that covers a majority of the area north of East Brookline Street. If the recommendations of this study are to be implemented, portions of the existing M-2 zone will need to be changed to strongly encourage residential uses. If light manufacturing is to be retained in the long run, other portions of the study area will need to be protected from other market rate development types, such as office space. Studies prepared as part of this effort suggest that the newly developed regulations for a light manufacturing zone (LMZ) would probably be an effective tool for substantially limiting new

office development. In other sections of the South End Medical Area, zoning which could specifically encourage office and other market rate development types should be considered.

## B. Public Sector Coordination

The process of change inevitably requires the participation of many public sector agencies. One of the ongoing needs in the South End Medical Area is the establishment of an effective method for communication, both between the public sector agencies and the community, and between the public agencies themselves. The preliminary traffic and land use studies and this summary of recommendations touch upon many specific actions which could or should be taken by public agencies. As an additional resource, the following list of agencies and a brief description of their potential role in the future of the South End Medical Area has been noted.

- Boston Redevelopment Authority - The Boston Redevelopment Authority undertakes many roles as an active planning and development agency. The most important current activity is the beginning of a comprehensive master planning process for the entire South End. Recognition of the importance of the South End Medical Area should be formally acknowledged portion of that process, and an on-going liaison between the BRA and constituent groups of the South End Medical Area established.

- BRA SENHI Program - The BRA has been actively involved in the redevelopment of numerous parcels of land for housing, as part of a program called the South End Neighborhood Housing Initiative (SENHI). There are several SENHI parcels in the South End Medical Area. The final disposition of these parcels has not been resolved in all cases, and decisions about use and physical character will be important as the next phase of this initiative proceeds.

- Boston Transportation Department - The Boston Transportation Department is primarily responsible for

the configuration and circulation on city streets. They coordinate the City's relationship to the MDPW. This is a critical element in the future of the South End Medical Area, particularly with respect to the Central Artery/Third Harbor Tunnel project.

- Public Facilities Department - The City of Boston Public Facilities Department controls certain decisions about publicly owned parcels in the South End Medical Area.

- Boston Office of Capital Planning

- Boston City Hospital - The planning effort for the improvement of the Boston City Hospital is currently underway.

- Boston Parks Department - The Boston Parks Department will be an important actor, not only in the maintenance of existing open space, but in the potential decisions concerning the Rotch Playground.

- Massachusetts Department of Public Works - This department is the agency responsible for the major highway improvements which will be of such significance to the traffic patterns, economic development, and quality of life in the South End Medical Area. Substantial coordination needs to occur concerning highway location, configuration, connections, and physical appearance.

- Massachusetts Bay Transportation Authority - The MBTA is the agency generally responsible for mass transit service, and specifically responsible for the important circumferential transit and Orange Line replacement studies which will substantially affect the accessibility and character of the South End Medical Area.

- Massachusetts Water Resources Authority

- Utilities - Public utilities are not currently considered to be a major constraint on development; nevertheless, the implementation of utility improvements substantially effects many other factors, and needs to be carefully coordinated.

- DCPO/Suffolk County House of Correction - Plans are currently being finalized for the construction of a new jail on a site immediately south of the South End Medical Area. Coordination to ensure the proper mitigation of impacts needs to occur during the coming months as part pf the public review process for that project.

- EDIC/Newmarket Economic Development - The City of Boston economic development agency (EDIC) has established an economic development plan for the nearby Newmarket area. The progress on this initiative will influence both employment and transportation patterns, and needs to be coordinated with the future plans for the South End Medical Area.

- Planning in Neighboring Areas - The BRA has recently undertaken significant planning efforts in both Roxbury and Chinatown (the results of these efforts should be reviewed both in terms of anticipated relationships to the South End Medical Area, and as sources for potential models for a revised regulatory framework for the study area).

- Boston Housing Authority - As a major provider of public housing, and as the agency responsible for the Cathedral Housing Development, the Boston Housing Authority, will continue to be a major participant in the future of the South End Medical Area.

## C. Coordination with Public Commissions and Interest Groups

In addition to the public agencies, there is an important network of committees and groups whose review and input in future planning needs to be taken into account. A preliminary list of these groups includes:

- Massachusetts Historical Commission
- South End Historical Society
- South End community groups
- Archdiocese of Boston
- Boston Urban Gardeners
- WSANA
- Newmarket/South End Business Association

## D. A Transportation Management Association

As discussed above, parking availability, and the use of parking disincentives and transit incentives should be coordinated to reduce auto use to the area and related parking demand. Measures such as ridesharing incentives, transit-pass subsidy, and employer shuttles to transit should all be coordinated for the group of employers in the South End Medical Area, both to reduce costs and increase service. In addition, resources such as visitor parking lots could be jointly managed, again to reduce costs, and to insure greater usage and improved maintenance and security. These initiatives should all be coordinated through one representative for all institutions in the area so as to be most effective.

The South End Medical Area Task Force and its subcommittees have been meeting over the past few months to address long term transportation and land use issues. In the long-term, the group could evolve into what is known in transportation circles as a "transportation management association (TMA). These types of groups which were originated by the private sector to help reduce traffic congestion in suburban California areas, typically involve developers, major employers, community groups, and public agencies with an interest in improving transportation conditions in a given district. In the Longwood Medical Area, the Medical Area Service Corporation (MASCO) was formed by the medical and educational institutions to coordinate transportation, daycare, security, and other areawide services.

The role for a TMA in the South End Medical Area would include such issues as coordinating construction management for public and private projects, working with the City to insure the implementation of programmed street improvements, deciding on circulation options, monitoring traffic and parking conditions as new projects are leased up, and representing the area's interests with respect to major projects such as the Central Artery/Third Harbor Tunnel, Boston Water and Sewer Commission improvements, circulation plans for the Suffolk County House of correction, and future MBTA initiatives. In addition, the group could form a corporation to provide consolidated parking management and shuttle bus operations for the area as a whole.

## IX. ACKNOWLEDGEMENTS

We would like to thank the participants in the South End Medical Area Planning Study and look forward to their continued involvement in South End planning activites.

J. Scott Abercrombie, Jr., M.D., University Hospital
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# DRAFT ANALYSIS

# of the

# South End Medical Area Planning Study

Submitted by
Frances Killilea Moore
Executive Committee
February 28, 1989

## INTRODUCTION

On behalf of the entire Worcester Square Area Neighborhood Association, its participating members in the South End Medical Area Planning Study would like to express our appreciation to The University Hospital for its commissioning of this analysis. We also wish to thank Robert F. Walsh, Inc., CBT/Childs Bertman Tsecares & Casendino Inc., and Howard/Stein-Hudson Associates for their lengthy and painstaking efforts in gathering, organizing and presenting the data included in this unprecedented and long-overdue study.

Although WSANA's comments will touch upon all aspects of the draft report, the focus of our response will be on the immediate neighborhood and its surroundings. This includes the area roughly bounded by Northampton Street, Washington Street, Union Park Street and the Massachusetts Avenue interchange, much of which falls within WSANA's boundaries. In so doing, we seek to reinforce what we hope are the underlying principles uniting all of the members in this study, as well as future participants in the growth and planning of the South End Medical Area: namely, the building and nurturing of a diverse and vital community which values all of its elements - residential, educational, institutional and commercial - and the establishment of a clean, safe, attractive and lively environment for all those who live, work, study or visit within its limits.

## 1. LAND USE

Special Note: WSANA would like to call attention to the fact that there is no consistent southern border in the SEMAP Study area. The map on page 4 shows its southern limit at the northern side of Massachusetts Avenue. The map between pages 6 and 7, and that on page 7, each indicate different configurations on Northampton Street. The remaining maps which show boundary lines follow the page 7 map.

Since 1960, WSANA's southern boundary has intersected Northampton Street, from Washington Street to Albany Street. It was our understanding that the SEMAP Study area included all of the Worcester Square Area, and we would appreciate the adoption of the map between pp. 6-7 as the standard in the final report, and the correction of other maps to reflect this.

### Areas of Agreement

WSANA is, in general, pleased with the overall design recommendations of the SEMAP Study as indicated on the Recommended Land Use Changes - Illustrative Plans map*, although there are several differences which will be discussed later.

Of particular interest and attractiveness is the restoration and continuance of the classic South End street pattern in both the Cathedral Housing Development and the proposed new construction in the SETSA/Flower Market area east of Albany Street. This will greatly contribute to reintegrating Cathedral Housing with the surrounding community, and we sincerely hope that both the Boston Housing Authority and the Cathedral Tenants Organization will support the incorporation of this concept into their current rehabilitation plans. In addition, use of the same pattern in the new Albany Street development area will help to strengthen the sense of architectural unity within this portion of the South End.

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* It would have been useful to annotate the map inserts and detail drawings for easier reference.

WSANA also supports the proposed zoning changes as indicated on the Recommended Land Use map. The creation of a new residential zone will gather the scattered pockets of existing housing into a coherent neighborhood enhanced by the strategic placement of open space/green space areas in improved locations. The setting aside of Harrison Avenue for residential and institutional use will also serve to encourage future concentrations of retail development on the wider thoroughfares of Washington and Albany Streets, thus aiding in minimizing vehicular congestion on the most narrow of the north-south roadways. In addition, the affirmation of those areas defined as retail, commercial, office and mixed use can reassure prospective developers and investors who may wish to locate or expand here, thereby increasing employment and training opportunities for local residents. As a note of caution, however, care must be taken in the zoning process to address the issue of balancing the needs of the performing and visual artists currently established in the area with the requirements of its future residents.

Lastly, we would propose the addition of the Massachusetts Water Resources Authority to the list of public sector participants so that any plans they may have for the area, particularly concerning the Albany Street Pumping Station, be included in the overall picture.

Objections

WSANA's objections to the SEMAPS draft recommendations on land use are: 1) inconsistencies in the mapping process; 2) failure to demonstrate a coherent policy with respect to actual and prospective area developers; and 3) failure to recognize the need for recreational space and additional green space in the area south of Monsignor Reynolds Way.

In addition to the boundary discrepancies discussed earlier in this evaluation, we note that housing is indicated on Northampton Street where there currently is none, and where the BRA's parcel 33B is now scheduled to be set aside as a community garden plot for residents of WSANA and Grant Manor. Parcels 12A and 12B on Washington Street at Northampton Street and Massachusetts Avenue have been designated to Dan Ocasio's SENHI I York Bay development project, and should be so noted on the maps. Also omitted was Phase II of the Pray Brothers Carriage Manufactory (the old MacDonald Warehouse) by David Parker on East Concord Street, which

would fill in the remainder of the street with housing. WSANA recommends that the maps be corrected accordingly.

However, these irregularities are only a part of a larger inconsistency in the SEMAPS draft report: the indication of prospective development in some areas, but not all, and the implied SEMAPS endorsement of certain developers in some areas, but not all.

For example, the SEMAPS draft includes maps, detail drawings and axonometric projections of proposed projects throughout the area in both public and private developments, yet it omits even a massing diagram for the SENHI II parcels on Harrison Avenue and St. George Street between East Newton and East Brookline Streets. It includes the projected renovations to Boston City Hospital but omits the University Hospital's plans for the buildings scheduled for decommissioning and replacement on and near Harrison Avenue at East Newton Street. It endorses the Cathedral of the Holy Cross as the preferred developer of housing for the SENHI II parcels on Harrison Avenue as though the SEMAPS Committee had reviewed *all* development proposals for these parcels and a Boston Redevelopment Authority designation process had already taken place, but says nothing about supporting prospective developers, either private or public, for any other parcels within the SEMAPS area. At best, these conflicting conclusions demonstrate inconsistency; at worst, they indicate a prior bias in the report which could cast doubt on the objectivity of the entire process.

WSANA strongly recommends that the final draft of the SEMAPS report correct these irregularities if we desire our efforts to present a clear and positive planning review be taken thoughtfully and seriously. We also wish to make it clear that WSANA neither supports nor opposes the Archdiocese of Boston's entry into the housing picture in the South End, although its failure to develop the Savoy Street parcels awarded to it 21 years ago by the Boston Redevelopment Authority, and its present financial uncertainties, do not argue in its favor. We simply do not agree that of all the possible present and future SENHI developers in the SEMAP Study area, the Archdiocese of Boston should be preselected without process by the authors of this draft.

Lastly, it is ironic that although WSANA representatives initiated the recommendation to recycle the underutilized Rotch Playground and to relocate an equivalent green space/open space to more accessible locations in order to increase such facilities in the Worcester Square/ Cathedral Housing area, the SEMAPS draft accepted the first portion of the recommenda-

tion but omitted any inclusion of these badly needed amenities in its proposals for Harrison Avenue south of Monsignor Reynolds Way.

WSANA cannot support a land use review which does not recognize the large population of youth in this community, particularly adolescents, and the total lack of outdoor recreational facilities for this demographic segment, particularly when the SEMAPS draft supports a policy of residential development which cannot fail to increase the numbers of family housing units here. It must also be pointed out that current SENHI policy at the Boston Redevelopment Authority calls for the taking of the community garden on East Brookline Street at St. George Street as well as the small park at East Newton Street and Harrison Avenue, in order to develop housing which will restore the architectural continuity of the block overlooking Franklin Square. WSANA agrees with this policy and notes that, had the mapping inconsistencies discussed earlier been corrected, they would show that the SEMAPS recommendations called for *no open or green space* in the area south of Monsignor Reynolds Way, excepting the South End Burial Ground, Franklin Square and the proposed community garden on Parcel 33B at Northampton Street. This is a major design omission which we feel must be addressed.

We believe that the present and future needs of this area are far better served by the inclusion in the final SEMAPS draft of a recommendation that two of the currently vacant parcels on Harrison Avenue be set aside to meet the area's need for green space and recreation space: a community garden and tot lot on one parcel and a basketball, tennis and/or handball court on the other. We also suggest that the building, maintenance and security of these facilities can be successfully accomplished by a public-private consortium of City of Boston agencies, and area businesses and institutions working with community representatives.

## II. TRANSPORTATION AND PARKING

### Areas of Agreement

There are a number of points in the transportation and parking segment of the SEMAP Study with which WSANA agrees. Foremost among them is the reconstruction of the Massachusetts Avenue interchange as a surface

road. One of its significant features is, we believe, the extension of the HOV lanes to the MBTA's Melnea Cass Boulevard right-of-way, and we urge the inclusion in the final SEMAPS report of a consideration of the T's proposed Circumferential Route, with its tie-in to the Massachusetts Avenue/Melnea Cass Boulevard intersection, since at least a part of that planning concept falls within the time frame covered by the SEMAP Study.

WSANA strongly supports the SEMAPS recommendation to use the Malden Street alignment as the main east-west connector for through traffic to Frontage Road and the Central Artery/Southeast Expressway; and we do not oppose the 4-way intersection at East Concord Street, *provided that East Concord Street remain one-way eastbound to Albany Street.* We also favor the recommended slant alignment for the South Bay access road as indicated on the Boston/MDPW Proposed Traffic Improvements: Recommended Modifications map. The downgrading of Albany Street for primarily local use, signaling improvements at intersections along Massachusetts Avenue within the study area, the installation of signals on Malden Street at Harrison Avenue/Monsignor Reynolds Way and at Albany Street, and the restoration of two-way traffic on Washington Street between East Berkeley Street and the Massachusetts Turnpike are all positive steps in improving vehicular traffic management within the area.

Even though the SEMAPS area is the only remaining portion of the South End which retains the original alternating one-way street pattern, changes in other parts of the South End have had a measurable, but as yet undetermined, impact on traffic flow within this area. The effects of the upcoming roadway construction projects cannot yet be fully factored into this clouded picture. WSANA would therefore suggest the inclusion in the final SEMAPS report of a recommendation that the entire pattern of South End street traffic be analyzed and reviewed for future traffic management purposes.

The idea of a Transportation Management Association has many beneficial possibilities, and it should be pursued as a viable component of planning efforts within the SEMAPS community. In our opinion, the single most important issue facing this locale until well into the 21st century will be the sequencing of construction projects in and around the study area in a manner least intrusive to the normal functioning and wholesome development of this part of the South End. Strong advocacy will be required to maintain the best interests of this community in the face of the inevitable negative impact and disruption, even if unintentional, which will occur given the many and diverse participants involved in so many different projects.

WSANA also agrees that first priority be given to the management of traffic flow into and out of the medical complexes. This would include the establishment of permanent off-street parking sites in anticipation of future surface parking losses as well as future development, and should also take into account the almost certain increase in on-street locations set aside for resident permit parking.

We would also like to add our suggestion the the final SEMAPS draft include a recommendation that an employee/student incentive plan (perhaps similar to the one used by the John Hancock Insurance Company) be developed by the medical institutions to encourage the use of public transportation. If a TMA is established, this might become one of its areas of responsibility. Also, no mention has been made of the future location of a helipad, and we feel that possible choices for this site should be determined now.

Objections

There are two major transportation/parking issues on which the WSANA strongly differs with this draft report: the closing of Waltham Street and an MBTA reservation down the middle of Washington Street in the South End.

On page 26 of the SEMAPS draft report, the authors state that "the extension of East Canton and East Dedham Streets through the 'super block' of the housing development would reestablish a street grid pattern that has advantages of scale of continuity with the rest of the South End Medical Area, and the South End as a whole". Yet even though closing Waltham Street is not mentioned in the subsequent section, which deals with the redevelopment of the Cathedral of the Holy Cross, every map and detail drawing in the draft report showing the SEMAPS recommendations indicates a plaza adjacent to the Cathedral which includes the taking of sections of both Union Park and Waltham Streets. How can the authors of the report justify support for the elimination of a "super block" at Cathedral Housing, and at the same time endorse, however indirectly, the establishment of a "super block" nearly identical in size, on an adjacent parcel? Once again, we note an inconsistency reflective of either a less than careful overview or a prior bias toward the as-yet unreviewed development proposals of the Cathedral of the Holy Cross.

No reasonable person would deny that the Archdiocese of Boston has patiently waited for nearly a century for the opportunity to create an exte-

rior space around its Mother Church appropriate to the importance of this magnificent religious, architectural and cultural landmark. WSANA agrees that a valid argument for the closing of Union Park Street between Washington Street and Harrison Avenue may be made, especially given its present underutilization and the fact that its current use is almost exclusively for Archdiocesan activities. We recommend that the maps and detail drawings in the final SEMAPS report be modified to indicate a Cathedral Plaza extending to, but not beyond, Waltham Street.

Now that the MBTA has decided on a trackless trolley system as its choice for a permanent Orange Line replacement service, WSANA's objections to a transit reservation on Washington Street in the South End are focused on its unsuitability for this community. We specifically refer to that portion of Washington Street from Northampton Street to Monsignor Reynolds Way, since: 1) discussion of a transit reservation for the Dudley Square/ Lower Roxbury area should be undertaken by its representatives; and 2) Washington Street north of Monsignor Reynolds Way becomes too narrow for a reserved median, particularly in light of the MBTA's stated decision against any land-taking along Washington Street and this report's recommendation to restore two-way traffic along this segment.

WSANA understands that here may be an unavoidable conflict of interests between those groups within the SEMAP Study area - particularly the medical institutions - who seek a transportation policy which can bring large numbers of commuters into the area by the fastest means, and those groups - particularly residents and potential retail/commercial developers along Washington Street in the South End - who perceive a transit mode in a reservation as both intrusive and divisive, and who wish the convenience of frequent stops with curbside pickup and dropoff.

We feel that some current realities need to be examined. UMTA has refused to further consider an LRV as a replacement option for Washington Street because it sees no usefulness in funding a fixed rail transit system only four blocks from the new Orange Line. This means that any transit mode on Washington Street will act as a feeder line into the rapid transit system, and not as a major transportation service in its own right. The new Ruggles Street Station is now the major terminus for MBTA riders in the area south of Dudley Square, a situation which will not be changed in the foreseeable future. Feeder lines are, by design, area inclusive and relatively slower than rapid transit, making more stops for the benefit of local users. But most importantly, it must be remembered that no surface transit mode, inside or outside a reserved median, will approach the trip times of the old Orange Line, since the majority of traffic delays occur at

major intersections. In fact, a persuasive argument can be made that transit reservations may actually *slow* trip times because they impede vehicular mobility at these intersections.

In fifteen years of discussions with MBTA planners, WSANA has consistently advocated for a replacement transit system which features *barrier-free maneuverability*. For nearly eighty years, this area was psychologically divided from the remainder of the South End by the old Orange Line. A transit reservation, while not as ugly as the El superstructure, nevertheless will become a physical barrier unless the MBTA is willing to align each island with a corresponding east-west intersection. In fact, this is the only way to allow the future possibility of restructuring the current crazy-quilt pattern of one-way streets in the area west of Washington Street, should developing traffic conditions require it. Yet most of the delays encountered by MBTA vehicles traveling on Washington Street occur at intersections, whether signalized or not, where vehicles crossing or turning east and west impede the north- and southbound flow of traffic.

This leaves MBTA planners with three choices: 1) to run long barriers in the specified area, reducing both actual and potential east-west access across the South End (e.g. at Northampton, East Springfield and East Concord Streets) for all vehicles including police, fire and ambulance, a proposal which will be vigorously opposed by every South End neighborhood association which abuts this segment of Washington Street; 2) to align short barriers with east-west intersecting streets, in which case the minimal improvement in trip times in the specified area will not sufficiently offset the barriers' intrusiveness to be cost effective; or 3) to install long barriers with emergency crossovers which, given the celebrated habits of Boston area drivers, will have the same effect as short barriers or none at all. Moreover, a single barrier along the perimeter of the Cathedral Housing Development effectively negates the previously stated SEMAPS goal of reestablishing the classic South End street grid pattern here.

We must also point out that there are demographic anomalies in the area which are specific to this segment of Washington Street, a fact which the SEMAP Study might wish to consider. Substantial numbers of elderly and disabled individuals reside here, from Grant Manor at Northampton Street and 1701 Washington Street, to BAYCOU and the Franklin Square House at East/West Newton Street. A large number of families with small children live on Massachusetts Avenue, East Springfield Street and at Cathedral Housing. Future SENHI I and II development plans call for a doubling of these population groups along Washington Street in the next few years. In

addition, similar groups travel daily to the various clinics within the hospital complex, particularly to Boston City Hospital. Most of these residents and nearly all of the clinics' outpatients use public transportation. It is not simply insensitive to assume that these special population groups will not find waiting for an MBTA vehicle on a traffic island in the middle of the street an intimidating and discouraging experience; it is a potentially hazardous example of poor transportation planning.

WSANA cannot support this SEMAPS recommendation without compromising its responsibility to advocate for all of its residents. Therefore, we ask that the final report omit any suggestion of a transit reservation on Washington Street. Instead, we recommend that 1) an evaluation and continuous review of MBTA service to the present and future medical/ business developments in the SEMAP Study area become a function of the proposed TMA; and 2) that advocacy begin as quickly as possible for the Circumferential Route, especially in securing a commitment from the MBTA to include the South End Medical Area in its initial operational phases.

## CONCLUSIONS

There are a substantial number of recommendations in the SEMAPS draft which WSANA wholly endorses, proposals which we believe will greatly strengthen the positive development and enhance the quality of life for everyone within this area. We have also attempted to present a thoughtful and reasoned discussion of those issues with which we disagree.

Consequently, we anticipate further discussion of those SEMAPS proposals which we feel we cannot support at present, in the hope that a unanimity of opinion can be achieved by all of the committee's participants. If this is not possible, then we ask that a minority report be included in order to render as valid a picture as possible to those whose interest in future planning within this area would direct their attention to this study as a reference source.

**Submitted by:**

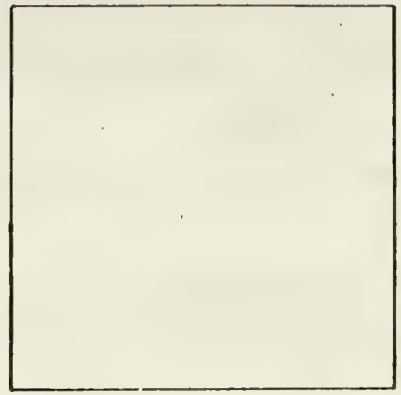
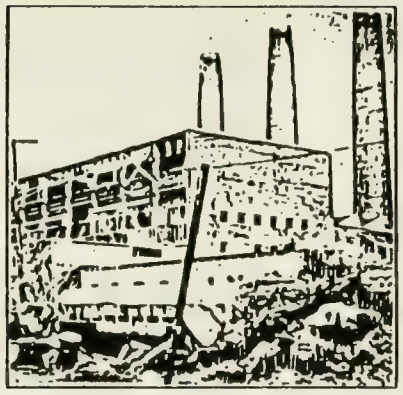
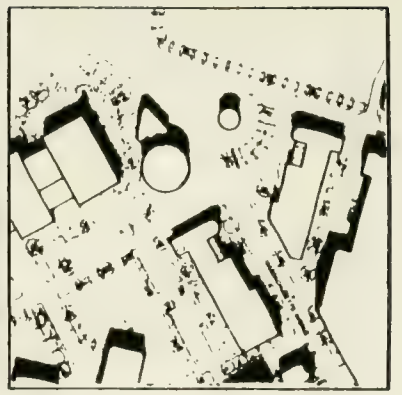
Frances Killilea Moore
for the Executive Committee
February 28, 1989

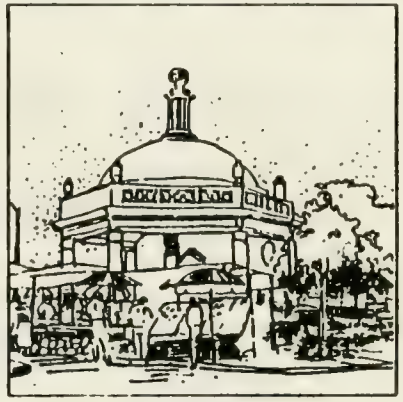
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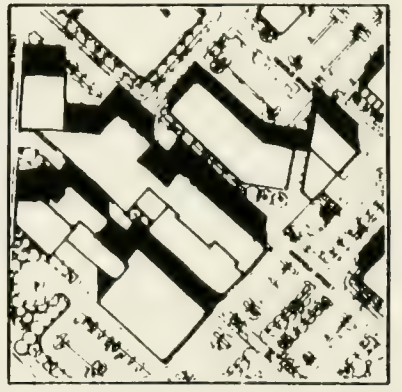
# NEWMARKET INDUSTRIAL DISTRICT PLAN

A NEIGHBORHOOD REVITALIZATION PLAN

## EXECUTIVE SUMMARY




EDIC, Boston
Marilyn Swartz Lloyd, Director

City of Boston
Raymond L. Flynn, Mayor

Prepared by:
Stull and Lee, Inc.
Architects and Planners

In association with:
Edwards and Kelcey, Inc.
HMM Associates
Leggat McCall Advisors
Pat Loheed,
Landscape Architect


January 1988

# NEWMARKET INDUSTRIAL DISTRICT PLAN

## A NEIGHBORHOOD REVITALIZATION PLAN

## EXECUTIVE SUMMARY

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Marilyn Swartz Lloyd, Director

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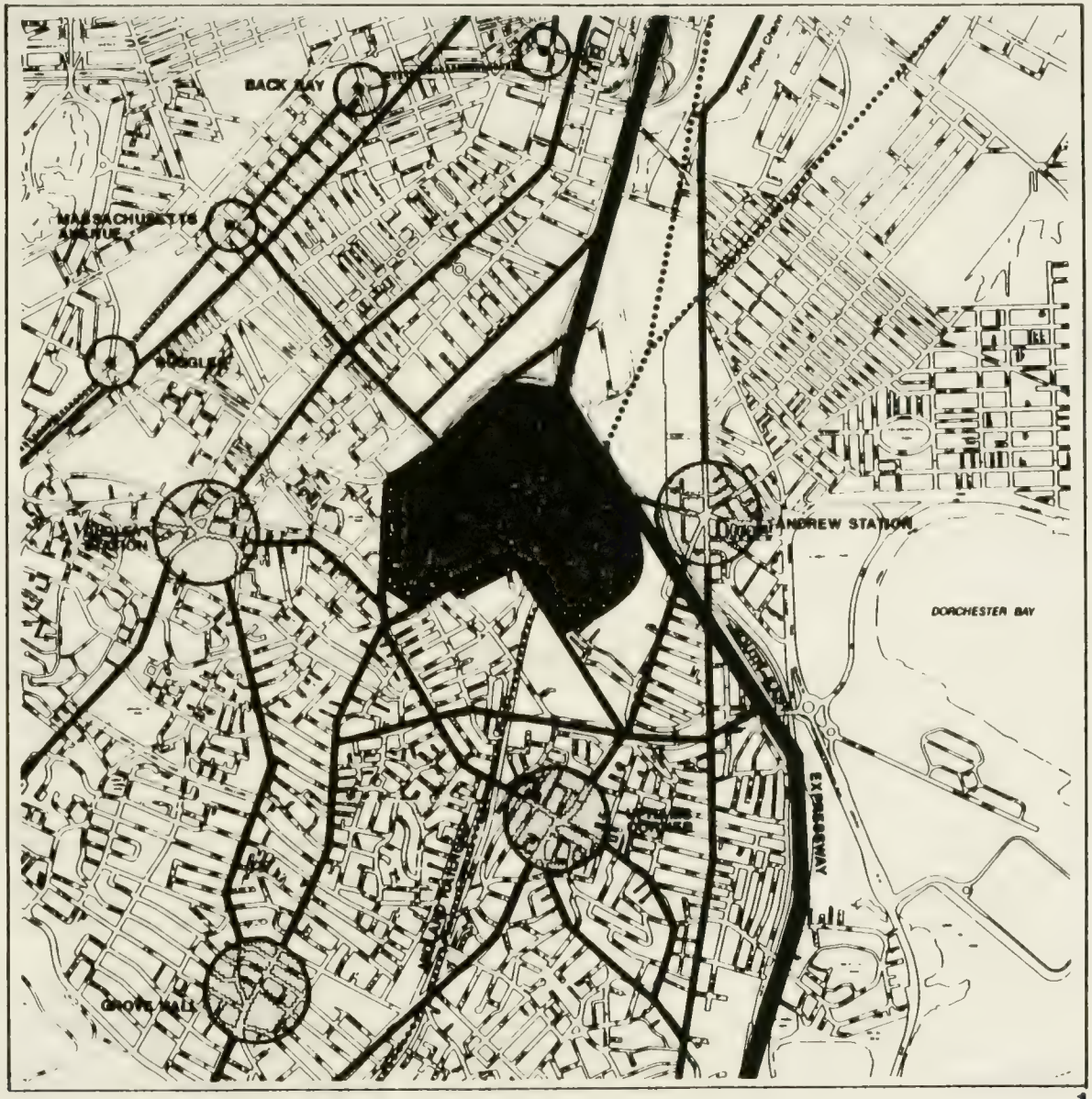

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# SITE CONTEXT




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SUBMITTED BY

**STULL AND LEE**
**ARCHITECTS AND PLANNERS**

IN ASSOCIATION WITH

EDWARDS AND KELCEY, INC
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# GOALS AND OBJECTIVES

The steady growth of Boston's service economy is frequently noted. By comparison, however, the manufacturing sector is plagued by a shortage of suitable sites for new industries and for the growth and expansion of existing viable businesses desirous of staying within the City. The problem has been exacerbated by the wide-spread conversion of industrial property to commercial uses.

A fundamental goal of the Economic Development and Industrial Corporation (EDIC) is to "prevent unnecessary plant closings, put blighted land back into productive use, improve roads and traffic flow and stimulate an influx of growing manufacturing companies". Following a series of Roundtable presentations, a series of planning goals and objectives specific to the Newmarket District were developed, which include the following:

- Identify within the Newmarket area a site or sites of sufficient size to accommodate new light industry capable of generating a substantial number of jobs and setting a design tone for the revitalization of the entire Newmarket area.
- Use physical design and strategic planning techniques to establish a positive district-wide identity.
- Carefully consider and design the interface between the industrial uses and the adjacent neighborhoods (with particular emphasis on the residential uses).
- Assist current merchants and residents to improve their properties (physically and operationally) to a level consistent with the new district identity.
- Eliminate blighting influences and transform underutilized land into more productive use.
- Create a healthier work and living environment (open space, the elimination of hazardous waste sites, and amenities for workers).
- Improve the quality and quantity of business ownership opportunities, jobs and job training programs for area residents.
- Conserve as many existing viable and non-blighting businesses and residences within the area as possible.
- Maximize the use of available public funding for implementation of the Plan.

- o Attract new businesses into the area that are consistent with the general goals for the District.
- o Improve access to the area via mass transit and an upgraded road network while sheltering adjacent residential areas from truck traffic.
- o Create an ongoing partnership between area residents, businesses, and government to implement the Master Plan.
- o Achieve a coordinated plan for code enforcement by governmental agencies with jurisdiction in the Newmarket area.
- o Control speculative activities that would increase land values beyond those that can support industrial uses or that would render the land unproductive.

# OVERVIEW

The Newmarket Industrial Area is one of Boston's oldest and most concentrated industrial districts. Once dominated by meat wholesalers, the largest of which have closed in recent years, many smaller wholesalers remain along with a variety of small manufacturers, printers, trucking operations and trash transfer stations. These users still employ nearly 2,000 persons in the area.

Overall, Newmarket is an area in transition and although there are scattered vacant and underutilized parcels throughout the area which are frequently targets for illegal dumping, many of the existing businesses are active, well maintained and in some cases would like to expand their operations. The inadequate road system, outdated utilility infrastructure, illegal dumping and incompatible uses, particularly the transfer stations, are major obstacles to full development of the area.

The lack of a positive district-wide identity is a major problem. The proliferation of loading docks and illegally parked cars which clog the principal arterial streets, the unregulated signage and divergent architectural treatments all contribute to a functional and aesthetic chaos. To all but those intimately familiar with the Newmarket area the general impression of visual and organizational incoherence effectively masks its substantial development potential.

The EDIC sponsored master planning effort has as its goal, the return to prominence of this area as a part of the economic heartland of the City. Through strategic public intervention into the physical and economic .e restructuring of the area, the plan seeks to create a thriving healthful and attractive light manufacturing district which can be a prototype for urban industrial development. The goal is to leverage the substantial potential of the Newmarket district to provide solid, well paying manufacturing jobs and in the process, physically enhance a large portion of the City fabric.

In order to assure the active participation of the Newmarket community, a planning "Roundtable" was established composed of residents and business owners as well as representatives of governmental agencies with responsibilities in the project area. This group has been meeting throughout the process to help establish project goals and objectives and to review the planning alternatives as they have emerged. In addition, a series of subcommittees met to review specific urban design, traffic and economic development issues.

The Newmarket Industrial District plan summarized in the succeeding pages is the result of a close working relationship between the EDIC staff, the Roundtable participants and the consultants. It presents the physical and economic framework which when supplemented with State funding can be expanded into a detailed comprehensive plan for capital improvements, property acquisitions, new construction, economic development tools, and social services.

# PHASING

The implementation of the Newmarket District plan is an ambitious but achievable goal. It will require aggressive public sector intervention, and substantial private sector cooperation. Adequate funding committments for property acquisitions, capital improvements, business assistance job training programs and social services is issential to the success of the Plan.

Strategic phasing of the plan is crucial and must provide for appropriate development initiatives in the early stages of plan implementation that will foster public and private sector confidence and provide the impetus for healthy subsequent development activity in the district.

The plan recommends two major phases with the full anticipation that there will be overlapping activities in each phase. In fact, the principal differences between each phase will be matters of emphasis and the timing and availability of funding.

**Phase I**

Phase I activities focus on improving the visual image of the district; parcel assemblage and reparcellization; traffic coordination and the transition between industrial uses and residential areas. Phase I development will set the tone and image for all subsequent development efforts throughout the district. Important first steps include the following:

- o Establish appropriate buffer/transition zones to eliminate any negative environmental impacts of the industrial district on adjacent neighborhoods.
- o Establish a positive visual identity for the district through the implementation of area-wide landscaping, signage and graphic controls accentuated points of entry, (visual "gateways") general streetscape improvements and development standards.
- o Reorganize vehicular traffic patterns to allow for ease of movement and business operations, minimize truck/car conflicts and limit Newmarket generated traffic into the neighborhoods.

- o Site acquisition and reparcellization for new development opportunities, existing businesses expansion and the accommodation of a revised road network.
- o Establish a neighborhood skills training and job outreach program to draw from a local labor pool necessary for new and expanding businesses in the district.
- o Improvements to the utility (gas, water, sewers, electricity) infrastructure to accommodate increased development activity.

**Phase II**

Phase II activities would include continued capital improvements, infrastructure reconstruction, and general environmental upgrading. It is anticipated that the level of public sector support and private sector cooperation demonstrated in Phase I will foster a healthy business climate throughout the district and will stimulate increased private sector investment in Phase II in the form of new and expanded businesses. Critical actions in this phase include the following:

- o Development of public parking structures at key locations in the district to accommodate the increased demand for employee and visitor parking.
- o Aggressive regulation of architectural and site development guidelines and controls.
- o Expanded business assistance and job training programs.
- o The attraction of industrial related support businesses and commercial amenities including branch banks, restaurants and convenience stores.

The costs of acquisition require considerable further analysis but are shown here to illustrate the likely orders of magnitude.

In support of industrial retention and expansion in the district, a program to provide comprehensive business assistance must be organized and operated. Of particular importance is the dedication of efforts to the creation of on-site job training and daycare programs and to employment outreach for area residents. In addition, the establishment of loan programs and technical assistance for area businesses is crucial to the ongoing success of the district in the context of the region's industrial marketplace.

The following are budget estimates for the public sector components of the plan.

**Public Costs:**

| | |
|---|---|
| Physical Improvements | |
| Proposed streets | 7.5 Million |
| Reconstruction of Existing Streets | 15.0 |
| Water and Sewer | 4.5 |
| Landscape and streetscape | 2.8 |
| Parking Structures | 20.0 |
| Subtotal | 49.8 Million |
| Site Acquisition | |
| Street Improvements | 12.5 Million |
| *Development Sites | 32.5 |
| Subtotal | 45.0 Million |

| | |
|---|---|
| Business Assistance | |
| Administration (over 10 years) | 1.5 Million |
| Job Training, Recruitment and Support | 15.0 |
| *Capital Assistance Programs | 5.0 |
| Subtotal | 21.5 Million |
| **TOTAL PUBLIC COST** | **$116.3 Million** |

*Some component of these costs will be repaid through land leases and loan amortization.

**Operations-Related**

- Technical Assistance
  - Provide financial planning assistance.
  - Provide assistance with accounting services.
  - Provide assistance in preparing loan applications.

- Operating Assistance (cost of doing business)
  - Promote group insurance.
  - Promote shared transportation services.
  - Promote shared security systems.
  - Promote shared daycare programs.
  - Promote shared area maintenance and upkeep.

# BUDGET

An overall budget for the Newmarket Economic Development Plan can only be approximated at this point in the process. It is anticipated that additional funding will be sought for a more comprehensive look at capital improvement requirements including utility reconstruction, streetscape acquisition and landscape improvements.

The major cost elements for the Recommended Plan projected here are limited to public sector intervention including:

- Loan pools for business assistance programs
- Job training and daycare
- Property acquisitions for roadway improvements and business relocations.
- Capital improvements (roadways, utility infrastructure, parking structures, landscaping and streetscaping).

The largest single area of cost is likely to be for streets and utility improvements. As previously noted, many of the streets are in poor repair and in some cases either have the original cobblestones or are unpaved all together. Unlike other areas of the City, major investments have not been made in the streets and utility systems in this area. Antiquated combined sewer and drainage systems still exist and water service is also in need of replacement in some areas.

Landscape and streetscape improvements are important to the establishment of an identifiable and marketable visual image for Newmarket. A coordinated landscape and streetscape plan including the development of vest pocket parks and planted buffer zones on the irregular and remnant parcels should be implemented through public sector action.

Selected site acquisition is also critical to the achievement of the Newmarket Industrial District Plan, both to accommodate roadway realignments necessary to produce a coordinated street pattern, and to enable the assemblage of development sites to support anticipated industrial growth.

## Economic Development Incentives

The following recommended incentives lend support to the enhancement of the Newmarket district as a place to work, live and do business.

### Labor-Related

- o Job Training and Support Programs
  - Leverage proximities to RCC, Northeastern, BU and Wentworth educational programs.
  - Explore Job Training satellite development in the Newmarket district.
  - Explore industry specific sponsorship of training programs for targeted industry types.
  - Establish daycare development in the Newmarket district.

- o Recruitment Initiatives
  - Maintain and monitor compliance with City minority and resident labor policies which call for permanent employment and construction job targets as follows:

    50% Boston Residents
    25% Minority
    10% Women

  - Require the compliance of all State projects with the above stated goals.
  - Emphasize minority and women employment outreach.
  - Develop mentoring programs to introduce junior high and high school students to industrial career options.
  - Create collaborative relationship between existing job training and social service organizations to ensure comprehensive case management services.
  - Develop and maintain a job bank or employment opportunity clearinghouse.
  - Leverage existing social service agency and business group networks.

- Develop resident recruitment policies, in particular for development involving public lands or public financing.
- Improve communications between local residents and business communities.

**Capital-Related**

o Business Loan Programs
  - Provide low interest loans for capital equipment and improvements.
  - Provide loan guarantees to enhance the credit worthiness of loan applicants.

o Business Start-up Assistance
  - Explore venture capital funding for fledgling industry.

o District-wide Physical Improvements
  - Improve streets & streetscape.
  - Improve utilities.
  - Improve landscape & open space.
  - Improve signage & building facades.
  - Adopt general design & development standards.

**Land Related**

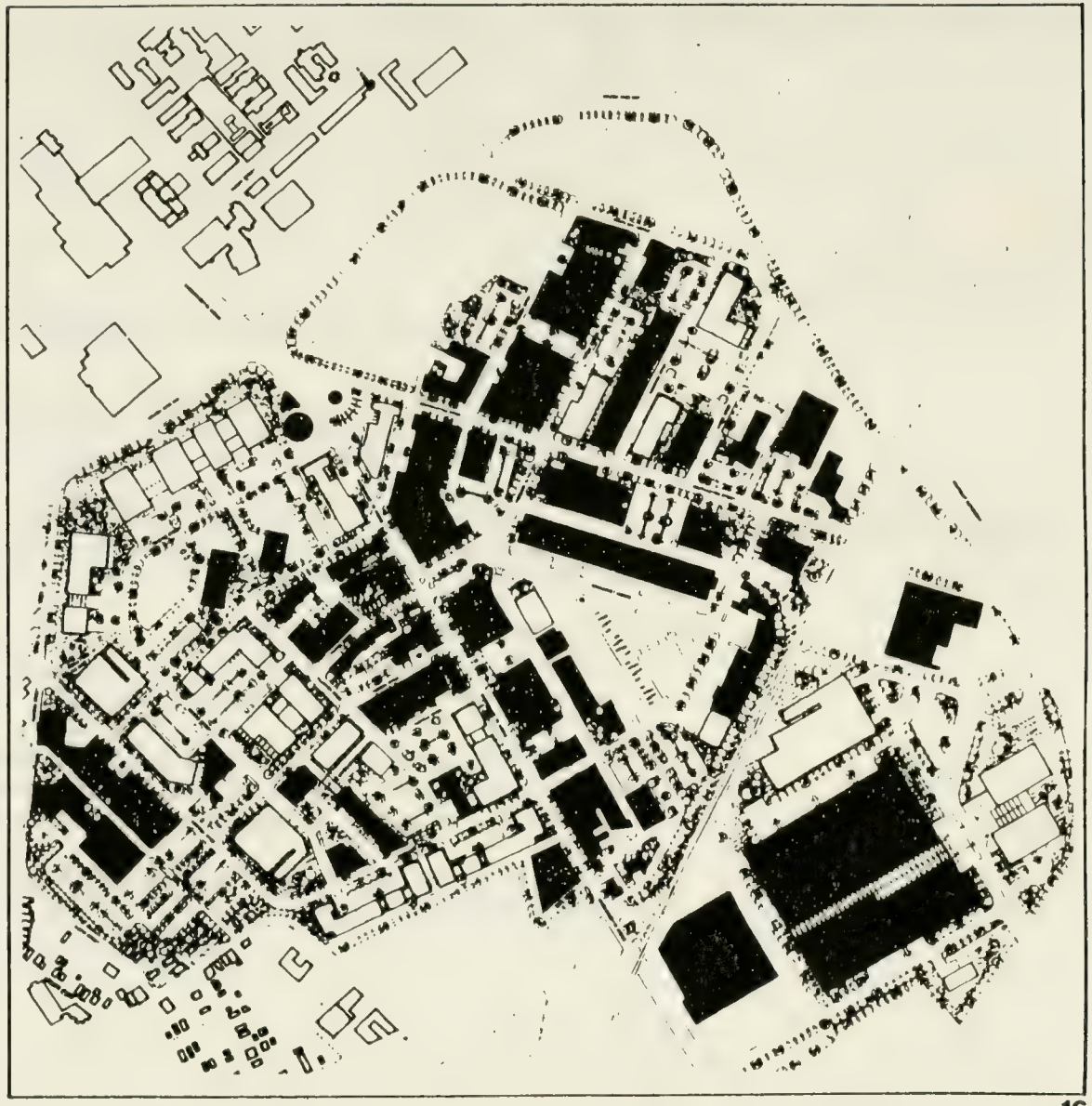
o Acquisition
  - Preserve industrial land uses.
  - Assemble difficult parcels for targeted industry.
  - Provide land cost write-downs for targeted industry.
  - Remove blighting influences.

o Site Preparation
  - Assist with hazardous waste cleanup.
  - Assist with utilities/ROW installation

# EXISTING AND PROPOSED BUILDINGS

EXISTING BUILDINGS

PROPOSED BUILDINGS



**EDIC/BOSTON, MASS.**

SUBMITTED BY

**STULL AND LEE**
**ARCHITECTS AND PLANNERS**

IN ASSOCIATION WITH

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LEDOUX, McCALL ADVISORS
PAT LOHEED\ LANDSCAPE ARCHITECT

# ACQUISITION PLAN

A series of strategic acquisitions are critical to the success of the plan. These targeted acquisitions represent unique opportunities to acheive specific plan goals including: control of underutilized high visibility sites or buildings, the removal of blighting or incompatible land uses, the consolidation and reparcellization of property for greater development efficiency. Additional acquisitions are also required in order to reorganize the street system and to introduce a new hierarchy of roads with better traffic (and development parcel) geometries.

In summary, the Acquisition Plan provides for:

- The control of the land necessary to reorganize traffic movements and parking throughout the district including upgrading existing streets and the construction of new roads and intersections.

- The removal or relocation of land uses which are incompatible with redevelopment objectives for the Newmarket district or land uses which negatively affect adjacent residential neighborhoods.

- The retention of existing viable compatible industries including the provision of opportunities to expand, reorganize operations for greater efficiency or implement general improvements.

- The opportunity to retain with the Newmarket district, industries which need to be relocated for traffic improvements, parcel optimization or to accommodate expansion needs.

- The acquisition and reparcellization of vacant, blighted or underutilized properties.

# DEVELOPMENT CONTROLS

A realistic program of development controls must be designed with substantial input from current and prospective business owners in the district. These controls should not mandate unfair economic burdens onto property owners but they must be sufficiently rigorous to reverse negative perceptions of the area. Development controls will assure current owners who are contemplating expansion and prospective new businesses, of the quality and long term viability of the area.

In general, the development controls should provide a framework to guide new construction and the renovation of existing properties. In subsequent planning phases a package of finite and comprehensive development controls should be generated to guide the following:

- Roads and Parking
- Site and building design (including materials and building standards).
- Signage, graphics and site lighting.
- Operational provisions (hours of operation, location of loading docks and storage areas, service requirements, etc.)

# ECONOMIC DEVELOPMENT PLAN

The specific aim of the economic development plan is to encourage an environment in which Boston's manufacturing and industrial economy can thrive, supporting the need for jobs and services for area residents through the revitalization of the district.

The plan as described is intended to provide both a basis for understanding the economic potential of the Newmarket district and to suggest specific actions which can be taken to ensure long term economic vitality.

**Economic Development Potentials**

An analysis of the Boston industrial economy reveals an opportunity to promote the growth of a variety of industrial activities within the Newmarket district. Among those specific economic sectors which should be targeted for retention or further expansion are:

- o Printing and publishing
- o Food processing
- o Medical related
- o Fabricated metal products
- o Machinery
- o Construction Related
- o Photography and video related
- o Electronics related
- o Furniture and fixtures related

An examination of historical employment trends and projections suggests that the growth potential exhibited by the industrial sectors described above could produce as many as 2000 new jobs in the Newmarket District over the course of the next ten years. To accommodate this level of growth it will require the redevelopment of some 1,500,000 to 1,750,000 square feet of industrial space.

While the opportunities exist to support significant industrial expansion in the Newmarket District those opportunities can only be realized if a clearly articulated program of action as described by the Newmarket Masterplan can be implemented.

| LAND USE OBJECTIVES | MAXIMUM F.A.R. | MIN. PARCEL | MIN. SETBACK | BUFFER ZONE | MAX. HEIGHT | MIN. LANDSCAPING |
|---|---|---|---|---|---|---|
| 1. **Mass. Ave. Corridor**<br>o Gateway<br>o Commercial<br>o Office/Industry<br>Preferred Uses<br>o Industrial Offices<br>o Banks<br>o Restaurants<br>o Convenience Stores | 2 | 3 Acres | 10 Feet | | 3 Stories | 10% |
| 2. **Institutional** | EXISTING CONDITIONS | | | | | |
| 3. **Public Service** | NA | NA | NA | | NA | NA |
| 4. **South Bay**<br>o High Intensity<br>Light Manufacturing<br>Preferred Uses<br>o Printing<br>o Medical Instruments | 1 | 2 Acres | 10 Feet | 40 Feet | 6 Stories | 15% |
| 5. **Newmarket Square**<br>o Distribution<br>o Processing<br>Preferred Uses<br>o Food Processing<br>o Wholesale Distribution | 1 | 2 Acres | 5 Feet | | 3 Stories | 10% |
| 6. **Sears Site**<br>o High Intensity<br>Light Manufacturing<br>o Technical Manufacturing<br>o R & D<br>Preferred Uses<br>o Printing<br>o Medical Manufacturing<br>o High Tech. Industry | 2 | 3 Acres | 15 Feet | 40 Feet | 6 Stories | 15% |

| LAND USE OBJECTIVES | MAXIMUM F.A.R. | MIN. PARCEL | MIN. SETBACK | BUFFER ZONE | MAX. HEIGHT | MIN. LANDSCAPING |
|---|---|---|---|---|---|---|
| **7. Transitional Zone** | | | | | | |
| o Services | | | | | | |
| o Institutional | | | | | | |
| o Housing | | | | | | |
| o Parking | | | | | | |
| Preferred Uses | | | | | | |
| o Daycare | | | | | | |
| o Outreach | | | | | | |
| o Training | | | | | | |
| o Parking | | | | | | |
| o Industrial Offices | 1 | 1 Acre | 10 Feet | | 3 Stories | 15% |
| **8. Parcel 3** | | | | | | |
| o Medium Intensity Light Manufacturing | | | | | | |
| Preferred Uses | | | | | | |
| o Textiles | | | | | | |
| o Electrical | | | | | | |
| o Furniture | 1 | 2 Acres | 15 Feet | | 3 Stories | 10% |
| **9. Brick Buildings** | | | | | | |
| o Low Intensity Uses | | | | | | |
| o Incubator | | | | | | |
| Preferred Uses | | | | | | |
| o Real Estate | | | | | | |
| o Small Industry | | | | | | |
| o Photography | EXISTING CONDITIONS | 2.5 Acres | | | | 5% |

# LAND USE OBJECTIVES

A fundamental objective of the plan is to arrive at an orderly and functional arrangement of land uses throughout the site. Industries and support activities whenever possible, should be sited where there are benefits to be gained through increased site efficiency, shared use of service roads, compatible utility damands, and greater potential harmony of operational characteristics and architectural forms.

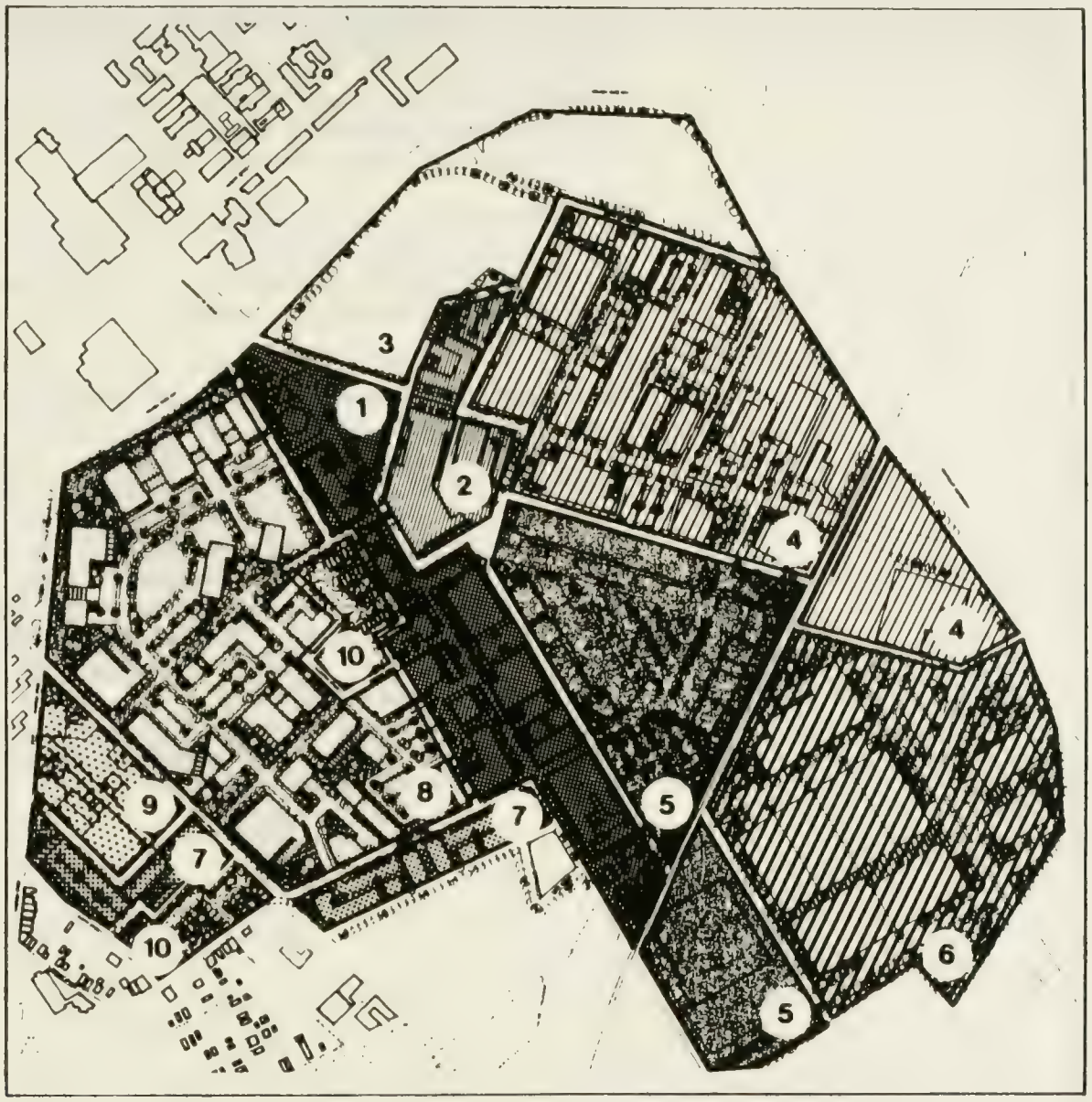
The disposition of land uses in the transition zones which form the link between the industrial uses and the adjacent residential uses must be carefully managed in order to insure the compatibility of the more intensively developed industrial district and the surrounding communities.

The land use elements located along the major vehicular arterial corridors (Southampton and Mass. Ave.) and at the high visibility points at the entries and edges of the Newmarket district should be architecturally substantial structures which can complement overall urban design objectives through the use of high quality landscape design concepts, or architectural features which serve as important visual cues which underscore the revitalized tone of the district. Locating businesses that are smaller in scale and require less truck activity or need fewer parking spaces in the transition zones between the industrial and the residential uses strengthens the link between the surrounding neighborhoods and Newmarket.

The plan identifies nine major land use sub-areas and a range of preferred uses for each sub-area.

# LAND USE DISTRIBUTION

1. MASS AVE CORRIDOR
2. INSTITUTIONAL
3. PUBLIC SERVICE
4. SOUTH BAY
5. NEWMARKET SQUARE
6. SEARS SITE
7. TRANSITIONAL ZONE
8. PARCEL 3
9. BRICK BUILDINGS
10. RESIDENTIAL





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- Upgrade existing streets and develop new collector streets connecting the major arterial corridors (Mass.Ave. and Southampton) and the loop road.
- Establish service roads within the site which will be used primarily for loading and parcel access.
- Provide better pedestrian amenities (planting, benches, informational graphics, etc.) throughout the site. Designate Howard Street as a pedestrian connector between the Orchard Park community and the Samuel W. Mason school.

**Parking**

Parking must be reorganized to relieve traffic and servicing problems, reduce visual chaos and improve pedestrian and vehicular access throughout the area. Parking will primarily be off street with on street parking limited to a few assigned areas. Structured parking facilities with active commercial, manufacturing or industrial related uses at street level are recommended as a technique to increase developable land area while meeting parking needs for nearby industries.

**General Site Development**

The current physical environment in the Newmarket district is extremely harsh and often unsightly. In the denser areas of the site there is very little vegetation or open space to relieve the relentless presence of the large blank walls associated with many industrial buildings. An aggressive program of low maintenance landscape materials is proposed in the plan. Areas within the site for workers to sit out in on pleasant days or to toss a ball on a lunch break will also be integrated into the plan on some of the remnant parcels.

An Arts Program is also being developed which will provide for a series art objects to be deployed throughout the site. It is anticipated that a wide variety of artistic expressions will emerge and will help to establish a truly unique image for the area.

- Create substantial buffer zones employing attractive fencing and planting along the Southeast Expressway and Melnea Cass Boulevard and locate high visibility anchor developments along these edges to create a strong visual image of the site.
- Separate residential areas from the industries with landscaping, and traffic separation whenever possible.
- Develop a transitional zone with land uses that would serve both the industries and the surrounding community such as daycare facilities, job training centers, or service uses such as cafes and convenience stores.
- Utilize alternative street configurations such as cul-de-sacs, neckdowns and loops, coordinated signage and graphics, lighting and landscape treatment to provide edge definition and visual continuity throughout the district.

**Streets**

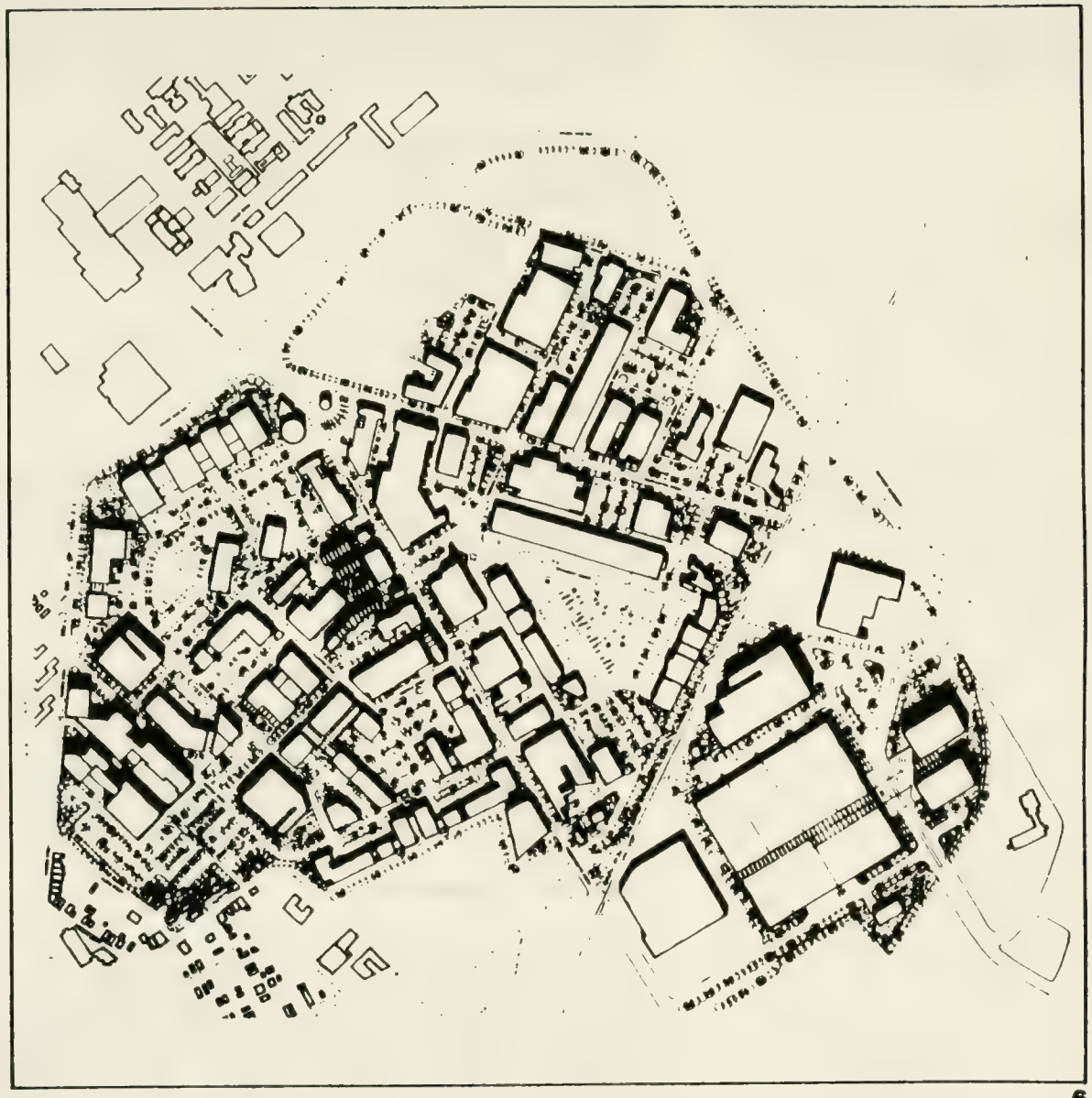
The current inadequate street pattern is one of the major obstacles to maximizing development potential in the area. The present streets are for the most part too narrow, are poorly constructed and in several cases are unpaved. Gerard Street because it diagonally intersects most of the streets in the Parcel 3 section of the district, is particularly disorienting. The diagonal relationship of this street also creates difficult turning radii for trucks and results in inefficient land parcellization.

In general, most of the streets throughout Newmarket need widening and upgrading. It is also important to develop a recognizable street hierarchy in order to better regulate truck movements within the district and to minimize traffic onto adjacent residential streets.

Proposed changes to the street pattern include the following:

- Reinforce Mass. Ave. and Southhampton Streets as the principal high visibility vehicular arterial corridors serving the area.
- Develop the loop road around the site to serve as the main route for industrial traffic and to obviate the need for truck traffic to use local streets within the neighborhood.

# ILLUSTRATIVE SITE PLAN



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# RECOMMENDED PHYSICAL PLAN

The recommended plan for the Newmarket Industrial District provides an excellent opportunity to enhance the existing industrial base, attract new industries, and redefine the overall image of the district.

A primary planning objective for this district is to establish consistently high development standards for current and future businesses which address both functional and aesthetic issues. The goal is to create a more orderly environment which functions well as a coherent industrial district and interfaces well with the adjacent residential areas.

Major recommendations of the plan are as follows:

**Gateways**

Establish clearly defined traffic "gateways" into Newmarket that will serve as major visual cues into the area and reflect its changing image. The primary gateway would be at the Mass. Avenue entry from Melnea Cass Boulevard. Other gateway entries should be redeveloped to alleviate the constant bottlenecking and general traffic tie-ups into the site. These entries include:

- Hampden Street from Melnea Cass Boulevard, and South Bay Street from Melnea Cass Boulevard; both serve as the loop road entries.
- Southampton Street from the Southeast Expressway and Mass. Avenue from Edward Everett Square are the principal vehicular corridors into the Newmarket district. Where these important streets enter the district should be noted through urban design treatment.

**District Boundaries**

A principal goal of the plan is to create a recognizable industrial district. The nature of the site edges is crucial in defining where the district begins and ends. The physical characteristics of the site edges are particularly sensitive where industrial uses are immediately adjacent to residential areas. The following steps are recommended to clearly define the boundaries and heighten the visual awareness of Newmarket as a unified industrial district:

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